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Proposed Mixed-Use Development
1366 Baseline Road, Ottawa, ON

Transportation Impact Assessment

Proposed Mixed-Use Development
1366 Baseline Road

Transportation Impact Assessment

Prepared By:

NOVATECH
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

September 2026

Novatech File: 121009
Ref: R-2026-058

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Engineers, Planners & Landscape Architects

September 25, 2026

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

Attention: **Mr. Mike Giampa**
Senior Engineer, Infrastructure Applications

Dear Mr. Giampa:

Reference: **1366 Baseline Road**
Transportation Impact Assessment
Novatech File No. 121009

We are pleased to submit the following Transportation Impact Assessment (TIA), in support of a Site Plan Control application at 1366 Baseline Road (previously 1500 Merivale Road), for your review and signoff. The structure and format of this report is in accordance with the City of Ottawa's *Revised Transportation Impact Assessment Guidelines* (June 2023).

If you have any questions or comments regarding this report, please feel free to contact Brad Byvelds, or the undersigned.

Yours truly,

NOVATECH



Joshua Audia, P.Eng.
Project Coordinator | Transportation

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Certification Form for Transportation Impact Assessment (TIA) Study Program Manager

TIA Plan Reports

On April 14, 2022, the Province's Bill 109 received Royal Assent providing legislative direction to implement the More Homes for Everyone Act, 2022 aiming to increase the supply of a range of housing options to make housing more affordable. Revisions have been made to the TIA guidelines to comply with Bill 109 and streamline the process for applicants and staff.

Individuals submitting TIA reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Ottawa's Official Plan, the Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines.

By submitting the attached TIA report (and any associated documents) and signing this document, the individual acknowledges that they meet the four criteria listed below.

Certification

- ☑ I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines (Update Effective July 2023);
- ☑ I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;
- ☑ I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and

City of Ottawa
Transportation Engineering Services
Planning, Real Estate and Economic Development
110 Laurier Avenue West, 4th fl.
Ottawa, ON K1P 1J1
Tel. : 613-580-2424
Fax: 613-560-6006

☑ I am either a licensed or registered[1] professional in good standing, whose field of expertise [check ✓ appropriate field(s)]:

- ☑ is either transportation engineering
- ☐ or transportation planning.

Dated at Ottawa (City) this 25th day of September, 20 26.

Name: Joshua Audia, P.Eng.

Professional Title: Project Coordinator



Signature of Individual certifier that they meet the above four criteria

Office Contact Information (Please Print)	
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Stamp



[1] License of registration body that oversees the profession is required to have a code of conduct and ethics guidelines that will ensure appropriate conduct and representation for transportation planning and/or transportation engineering works.

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EXECUTIVE SUMMARY

This Transportation Impact Assessment (TIA) has been prepared in support of a Site Plan Control application for part of the property located at 1366 Baseline Road (previously 1500 Merivale Road). This TIA pertains to Phase 2 of the ongoing multi-phased development at the 1366 Baseline Road site. The subject site is approximately 14.4 acres in area, and was most recently occupied by the CJOH-TV television station until 2010.

The subject site is surrounded by the following:

- Baseline Road and commercial land uses to the north;
- Merivale Road and commercial or residential land uses to the south;
- The Loblaws Plaza Shopping Centre and other commercial land uses to the east;
- Clyde Avenue and commercial and residential land uses to the west.

The proposed development is geared toward senior living and will consist of a single nine-storey building. A total of 264 apartment dwellings are proposed on the second to ninth floors and a public 1,910 ft^2 café plus a suite of private amenities are proposed on the ground floor. A total of 347 parking spaces are proposed within a two-level underground parking garage, plus 14 surface parking spaces.

Access to the proposed development will be provided along a new public road that will run between Baseline Road and Merivale Road. A separate road opening application for the new public road is ongoing. One two-way access is proposed at the south end of the property, providing access to pick-up/drop-off lay-bys at the front and rear of the site, as well as an underground parking garage. The lay-by in front of the building will also have a separate egress onto the public road. The development will be constructed in a single phase, with a buildout year of 2029.

The subject site is designated as ‘Hub’ and ‘Corridor – Mainstreet (Baseline Road, Merivale Road, Clyde Avenue)’ with an ‘Evolving Neighbourhood’ overlay on Schedule B3 – Outer Urban Transect of the City of Ottawa’s *Official Plan*. The subject site is zoned as ‘Arterial Mainstreet’ (AM10[2217] H(34)) under *Zoning By-Law 2006-250*, and ‘Hub 2’ (H2[2217] H(132)) under *Zoning By-Law 2026-50*. The subject site is not located in any community design plan or secondary plan areas.

The study area for this report includes Baseline Road and the new public roadway, as well as the intersections at Baseline Road/Clyde Avenue and Baseline Road/207m East of Clyde Avenue.

The selected time periods for this report are the weekday AM and PM peak hours, as they represent the ‘worst case’ combination of site generated traffic and adjacent street traffic. The buildout year 2029 and horizon year 2034 have been considered.

The conclusions and recommendations of this TIA can be summarized as follows.

Access Design

- The proposed accesses meet the relevant provisions of the City's *Access By-Law* and *Access Design Requirements*, and the Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads*, except for the following.

- The separation to the two-way access (approximately 70m) and one-way egress (approximately 20m) are both less than the 75m requirement. However, the two-way access is located as south as possible from Baseline Road and the one-way egress is anticipated to be used infrequently. It is requested that the 75m requirement be waived for both the two-way access and one-way egress.

Site-Generated Traffic

- The proposed development is projected to generate 334 person trips (including 52 vehicle trips) during the AM peak hour and 189 person trips (including 39 vehicle trips) during the PM peak hour.

Development Design and Parking

- Pedestrian walkways will connect to the new public roadway or the existing sidewalk along Baseline Road. The 3.0m asphalt multi-use pathway (MUP) will be continuous across the proposed site access.

- All required Transportation Demand Management (TDM)-supportive design and infrastructure measures in the TDM checklist are met.

- The proposed development does not include an on-site fire route, and fire trucks will respond to emergencies by parking on Baseline Road or the new public roadway.

- A loading space for moving and deliveries is proposed at the southwestern corner of the building, adjacent to the visitor parking spaces. Garbage collection will also occur at the loading space. Loading and garbage collection vehicles will drive forward into the site, reverse into the loading space, turn around using the drop-off loop at the back of the building, and drive forward out of the site.

- The proposed development includes two drop-off loops within the site. The loop adjacent to the main entrance (i.e. between the new public roadway and the western face of the building) will operate one-way south to north, and is intended to be used more for short-term deliveries (such as food or package deliveries) and taxi pick-ups and drop-offs. The loop at the back of the building is intended for use by family and friend pick-ups and drop-offs.

- The proposed development meets the requirements of the *2008 Zoning By-Law (ZBL)*, and the requirements of the *2026 ZBL* on a total parking supply basis. Specific details relating to short-term bicycle parking will be confirmed as part of a subsequent resubmission.

Boundary Streets

- Baseline Road does not meet the target pedestrian level of service (PLOS) A, bicycle level of service (BLOS) A, and transit level of service (TLOS) A.

- Both sides of Baseline Road achieve a PLOS D. Based on the preliminary design of the Baseline Road bus rapid transit (BRT), the future cross-section will generally achieve the target PLOS A.

- The north side of Baseline Road achieves a BLOS D and the south side achieves a BLOS E, as a continuous bike lane is only provided in the westbound direction. Based on the functional design of the Baseline Road BRT, the future cross-section will generally include 1.8m cycle tracks with 1.2m boulevards in both directions, which achieves a BLOS C. Widening the boulevards to 1.5m from 1.2m is identified for the City's consideration.

- Based on the existing traffic volumes on Baseline Road, it is estimated that the roadway achieves a TLOS E. The future median BRT lanes on Baseline Road will achieve a TLOS A.

- The new public roadway will be a local roadway, with a right-of-way (ROW) width of 20m and a pavement width of 8.5m (reducing to 7.0m at intersection or midblock narrowings). Curbside parking will be available on the west side of the roadway where the width is 8.5m. The west side of the roadway will include a curbside 2.0m-wide sidewalk (where the roadway has an 8.5m pavement width) or a 2.0m-wide sidewalk with 1.5m boulevard (where a narrowing is provided). The proposed 3.0m-wide multi-use pathway (MUP) on the east side of the roadway will include a 3.5m-wide boulevard along the entire length.

- The new public roadway achieves the target PLOS A where roadway narrowings are applied and a PLOS B where narrowings are not applied. A majority of the roadway achieves the target PLOS.

- On the east side, the new public roadway achieves a BLOS A, as a MUP is proposed. The west side achieves a BLOS C, as no dedicated cycling facility is proposed. This is acceptable, as the MUP is a bidirectional facility.

Transportation Demand Management

- The proponent will consider the following TDM measures:
  - Display local area maps with walking/cycling access routes and key destinations at major entrances;
  - Display relevant transit schedules and route maps at entrances;
  - Unbundle parking cost from monthly rent;
  - Provide a multimodal travel option information package to new residents.

Transit

- The proposed development is anticipated to generate the following number of transit trips:
  - AM peak hour: 56 residential trips (17 in, 39 out) and 44 café trips (22 in, 22 out);
  - PM peak hour: 50 residential trips (29 in, 21 out) and 15 café trips (8 in, 7 out).

- The majority of site-generated transit trips are anticipated to board and alight buses at stops on Baseline Road (stops #4043 and #4484), which are served by OC Routes 81 and 88, and in the future, whichever routes run on the Baseline Road BRT when operational.

- The proposed development is recommended from a transportation perspective.

1.0 SCREENING

1.1 Introduction

This Transportation Impact Assessment (TIA) has been prepared in support of a Site Plan Control application for part of the property located at 1366 Baseline Road (previously 1500 Merivale Road). This TIA pertains to Phase 2 of the ongoing multi-phased development at the 1366 Baseline Road site. The subject site (shown in **Figure 1**) is approximately 14.4 acres in area, and was most recently occupied by the CJOH-TV television station until 2010.

The subject site is surrounded by the following:

- Baseline Road and commercial land uses to the north;
- Merivale Road and commercial or residential land uses to the south;
- The Loblaws Plaza Shopping Centre and other commercial land uses to the east;
- Clyde Avenue and commercial and residential land uses to the west.

An aerial of the vicinity around the subject site is provided in **Figure 1**.

1.2 Proposed Development

The proposed development is geared toward senior living and will consist of a single nine-storey building. A total of 264 apartment dwellings are proposed on the second to ninth floors and a public 1,910 ft^2 café plus a suite of private amenities are proposed on the ground floor. A total of 347 parking spaces are proposed within a two-level underground parking garage, plus 14 surface parking spaces.

Access to the proposed development will be provided along a new public road that will run between Baseline Road and Merivale Road. A separate road opening application for the new public road is ongoing. One two-way access is proposed at the south end of the property, providing access to pick-up/drop-off lay-bys at the front and rear of the site, as well as an underground parking garage. The lay-by in front of the building will also have a separate egress onto the public road. The development will be constructed in a single phase, with a buildout year of 2029.

The subject site is designated as ‘Hub’ and ‘Corridor – Mainstreet (Baseline Road, Merivale Road, Clyde Avenue)’ with an ‘Evolving Neighbourhood’ overlay on Schedule B3 – Outer Urban Transect of the City of Ottawa’s *Official Plan*. The subject site is zoned as ‘Arterial Mainstreet’ (AM10[2217] H(34)) under *Zoning By-Law 2006-250*, and ‘Hub 2’ (H2[2217] H(132)) under *Zoning By-Law 2026-50*. The subject site is not located in any community design plan or secondary plan areas.

The preliminary site plan is included in **Appendix A**.

Figure 1: View of the Subject Site



1.3 Screening Form

The City's *Revised TIA Guidelines* identify three triggers for completing a TIA report, including trip generation, location, and safety. The criteria for each trigger are outlined in the City's TIA Screening Form, which is included in **Appendix B**. The trigger results are as follows:

- Trip Generation Trigger – The development is anticipated to generate over 60 peak hour person trips; further assessment is **required** based on this trigger.

- Location Triggers – The development is located within a Hub and Design Priority Area (DPA); further assessment is **required** based on this trigger.

- Safety Triggers – The development does not satisfy any safety triggers; further assessment is **required** based on this trigger.

2.0 SCOPING

2.1 Existing Conditions

2.1.1 Roadways

All roadways within the study area fall under the jurisdiction of the City of Ottawa.

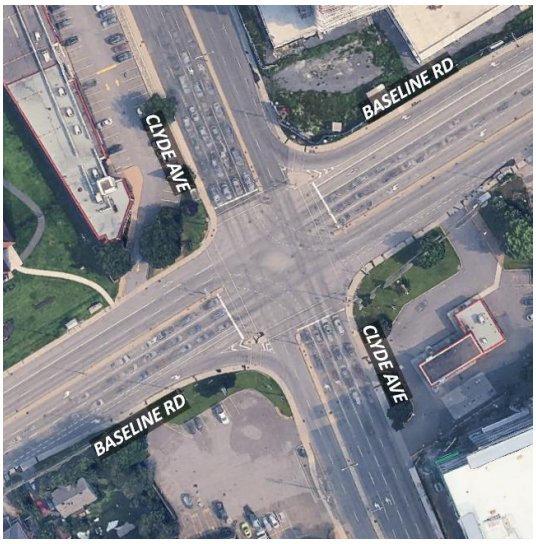
Baseline Road is an arterial roadway that generally runs on an east-west alignment between Robertson Road and Prince of Wales Road (continuing as Heron Road). Within the study area, Baseline Road has a four-lane divided urban cross-section (two through lanes in each direction), concrete sidewalks on both sides, and a posted speed limit of 60 km/h. Along the subject site frontage, there are auxiliary left turn lanes in each direction for the signalized intersections at Clyde Avenue and the access to 1357 Baseline Road. Baseline Road is a truck route, allowing full loads. Schedule C16 of the City's *Official Plan* identifies a ROW protection of 39.7m (subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor) between Clyde Avenue and Merivale Road. The ROW protection along the Baseline Road site frontage is in accordance with the Baseline Bus Rapid Transit plans.

Clyde Avenue is an arterial roadway that generally runs on a north-south alignment between Maitland Avenue (continuing as a local roadway) and Merivale Road. Within the study area, Clyde Avenue has a five-lane undivided urban cross-section (two through lanes in each direction plus a two-way left turn lane), concrete sidewalks on both sides, and a posted speed limit of 60 km/h. Clyde Avenue is a truck route allowing full loads between Baseline Road and Merivale Road. Schedule C16 of the *Official Plan* identifies a ROW protection of 40m between Baseline Road and Merivale Road.

2.1.2 Intersections

Baseline Road/Clyde Avenue

- Signalized four-legged intersection
- North/South Approaches (Clyde Avenue):
  two left turn lanes, one through lane, and one shared through/right turn lane
- East Approach (Baseline Road):
  one left turn lane, two through lanes, one transit-exclusive lane, one pocket bike lane, and one channelized right turn lane
- West Approach (Baseline Road):
  one left turn lane, two through lanes, one pocket bike lane, one transit-exclusive lane, and one channelized right turn lane
- Standard crosswalks on all approaches



Baseline Road/207m East of Clyde Avenue

- Signalized three-legged access
- North Approach (1357 Baseline Road Access): one left turn lane and one right turn lane
- East Approach (Baseline Road): one through lane, one shared through/right turn lane, and one curbside bike lane
- West Approach (Baseline Road): one left turn lane and two through lanes
- Zebra-striped crosswalks on all approaches



2.1.3 Driveways

In accordance with the *TIA Guidelines*, a review of the existing adjacent driveways along the boundary roads are provided as follows:

Baseline Road, north side

- One driveway to commercial uses at 1357 Baseline Road and residential uses at 1405 Baseline Road.
- One signalized access serving commercial uses at 1357 Baseline Road.

Baseline Road, south side

- Four driveways to commercial uses at 1375 Clyde Avenue, and 1384 and 1432 Baseline Road.

2.1.4 Pedestrian and Cycling Facilities

Concrete sidewalks are provided on both sides of Baseline Road and Clyde Avenue. Internal to 1357 Baseline Road, pedestrian walkways are provided on the west side of the signalized access.

Within the study area, Baseline Road is identified in the Crosstown Bikeway Network. In the eastbound direction, bike lanes are introduced approaching Clyde Avenue and terminate after the intersection with Clyde Avenue. In the westbound direction, bike lanes are introduced approaching the signalized access to 1357 Baseline Road and terminate after the intersection with Clyde Avenue.

2.1.5 Area Traffic Management

Within the study area, there are no Area Traffic Management (ATM) studies that have been completed or are in progress.

2.1.6 Transit

The locations of OC Transpo bus stops in proximity to the subject site are shown in **Figure 2**. The Phase 2 development is closest to the bus stops shown in red.

A summary of the various routes which serve the study area is included in **Table 1**. Detailed route information and an excerpt from the OC Transpo System Map are included in **Appendix C**.

Figure 2: OC Transpo Bus Stop Locations

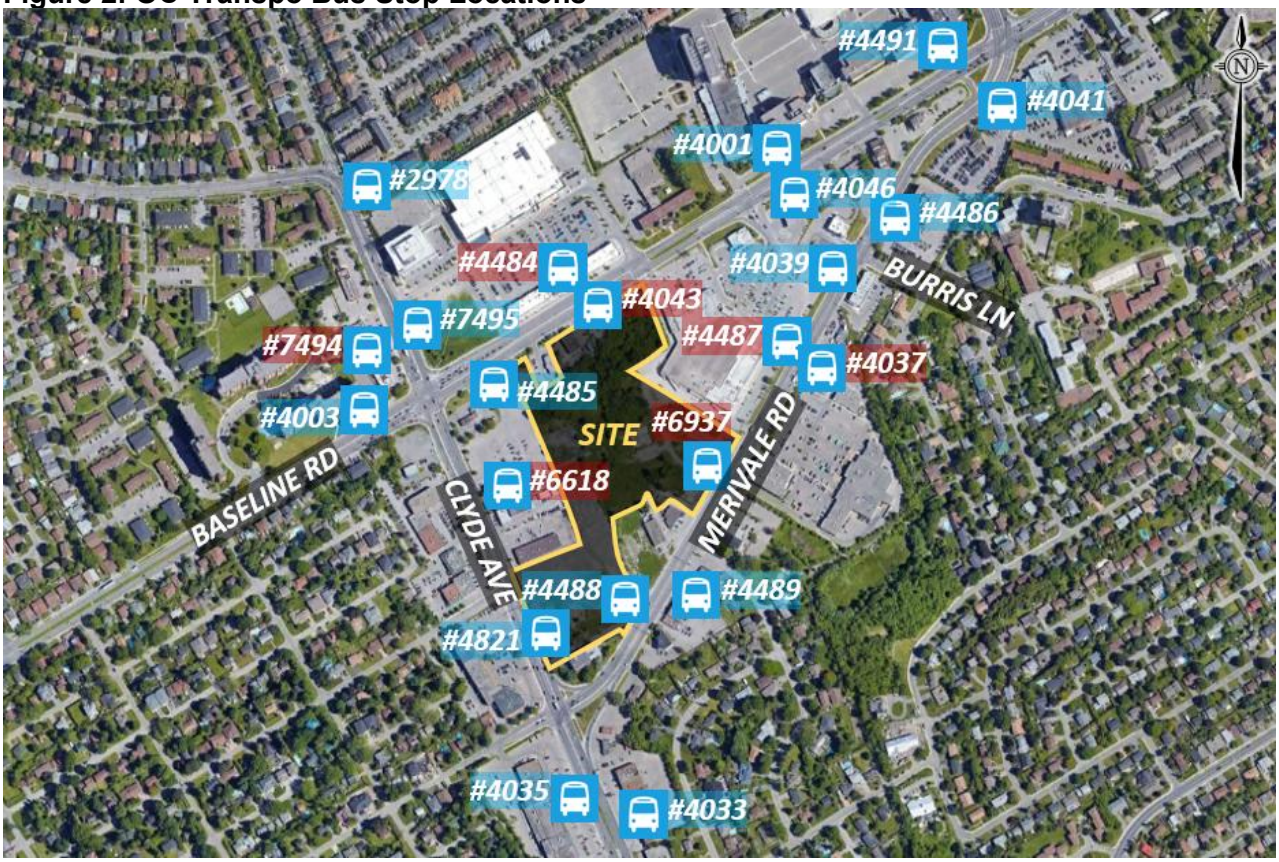


Table 1: OC Transpo Route Information

Route	From ↔ To	Frequency
53	Tunney's Pasture ↔ Baseline	All day service, seven days a week; 15- to 60-min headways
80	Tunney's Pasture ↔ Barrhaven Centre	All day service, seven days a week; 15- to 30-min headways
81	Tunney's Pasture ↔ Bayshore	All day service, seven days a week; 30- to 60-min headways
88	Hurdman ↔ Bayshore	All day service, seven days a week; 15- to 30-min headways
646	Terry Fox ↔ Canterbury H.S.	School route, service at select times from Monday to Friday

The main entrance to the proposed Phase 2 development is closest to the following transit stops for each of the routes listed above:

- Route 53 northbound: stop #6618 (Clyde / Baseline);
- Route 53 southbound: stop #7494 (Clyde / Baseline);
- Route 80 eastbound: stop #4037 (Merivale / Ad. 1460);
- Route 80 westbound: stop #4487 (Merivale / Kimway);
- Routes 81, 88, and 646 eastbound: stop #4043 (Baseline / Laurentian Place);
- Routes 81, 88, and 646 westbound: stop #4484 (Baseline / Laurentian Place).

2.1.7 Existing Traffic Volumes

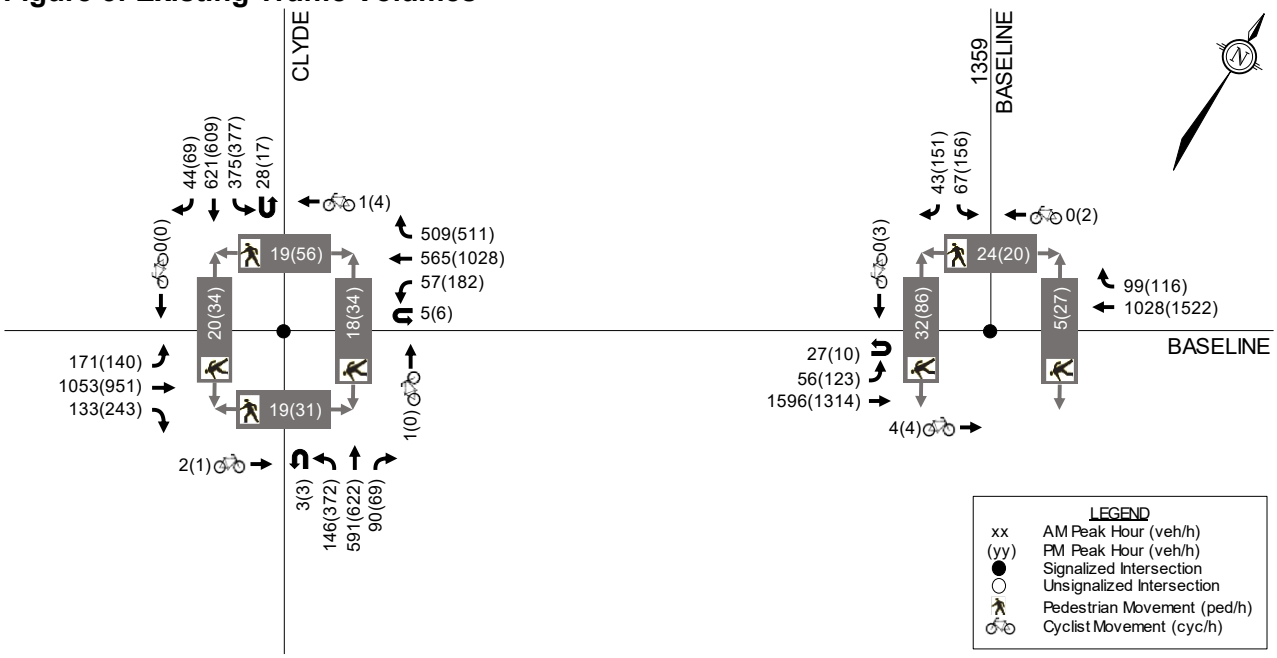
Weekday traffic counts completed by the City of Ottawa or Novatech were used to determine the existing pedestrian, cyclist, and vehicular traffic volumes at the study area intersections. These counts were completed on the dates listed below:

- Baseline Road/Clyde Avenue — Tuesday, October 28, 2025
- Baseline Road/207m East of Clyde Avenue — Thursday, October 24, 2024

It is noted that active transportation volumes observed in the above traffic counts may be lower than typical conditions, as the counts were conducted outside of the warmest months. Based on the traffic count data, the average annual daily traffic (AADT) of Baseline Road is approximately 34,230 vehicles per day (vpd).

All traffic count data previously discussed are included in **Appendix D**. Traffic volumes within the study area are shown in **Figure 3**.

Figure 3: Existing Traffic Volumes



2.1.8 Collision Records

Historical collision data from the last five full years available was obtained from the City's Public Works and Service Department for the study area intersections and midblock segments. Copies of the collision summary reports are included in **Appendix E**.

The collision data has been evaluated to determine if there are any identifiable collision patterns, which are defined in the *Revised TIA Guidelines* as 'more than six collisions in five years' for any one movement. The number of collisions at each intersection from January 1, 2019 to December 31, 2024 (excluding 2023) is summarized in **Table 2**.

Table 2: Reported Collisions

Intersection or Segment	Impact Types						Total
	Approach	Angle	Rear End	Sideswipe	Turning Movement	SMV[1]/ Other	
Baseline Road/ Clyde Avenue	-	14	68	20	12	9	**123**
Baseline Road/ 207m East of Clyde Avenue	-	3	4	2	3	4	**16**
Baseline Road btwn Clyde Ave & 207m East of Clyde Avenue	-	1	5	3	-	2	**11**

1. SMV = Single Motor Vehicle

Baseline Road/Clyde Avenue

A total of 123 collisions have been reported at this intersection over the last five years, consisting of 14 angle impacts, 68 rear-end impacts, 20 sideswipe impacts, 12 turning movement impacts, and nine single vehicle/other impacts. Twenty collisions resulted in non-fatal injuries. Fifty-two of the 123 collisions (42%) occurred in poor driving conditions. One collision involved a cyclist and two collision involved a pedestrian.

Of the 14 angle impacts, one involved a northbound vehicle and an eastbound vehicle, six involved a northbound vehicle and a westbound vehicle, three involved a southbound vehicle and an eastbound vehicle, and four involved a southbound vehicle and a westbound vehicle. None of these meet the threshold of a collision pattern.

Of the 68 rear-end impacts, 18 involved northbound vehicles, nine involved southbound vehicles, 22 involved eastbound vehicles, and 19 involved westbound vehicles. High traffic volumes in all directions and the presence of driveways along each approach may be contributing factors to the frequency of rear-end collisions. A downhill grade on the east approach may also be a contributing factor.

Of the 20 sideswipe impacts, seven involved northbound vehicles, eight involved southbound vehicles, two involved eastbound vehicles, and three involved westbound vehicles. High traffic volumes and multiple lanes in all directions plus the presence of driveways along each approach may be contributing factors to the frequency of sideswipe collisions.

Of the 12 turning movement impacts, four involved a northbound turn, five involved an eastbound turn, and three involved a westbound turn. None of these meet the threshold of a collision pattern.

Of the nine single vehicle/other impacts, two involved a northbound vehicle, two involved a southbound vehicle, three involved an eastbound vehicle, and two involved a westbound vehicle. One of the collisions involving a northbound vehicle also involved a westbound cyclist turning right. Both collisions involving a pedestrian occurred in dark or dusk conditions, and involved a vehicle on Baseline Road turning right.

Baseline Road/207m East of Clyde Avenue

A total of 16 collisions have been reported at this intersection over the last five years, consisting of three angle impacts, four rear-end impacts, two sideswipe impacts, three turning movement impacts, and four single vehicle/other impacts. Nine collisions resulted in non-fatal injuries. Five of the 16 collisions (31%) occurred in poor driving conditions. No collisions involved cyclists. All four single vehicle collisions involved pedestrians.

Of the four single vehicle impacts, two involved pedestrians at the east crosswalk and two involved pedestrians at the north crosswalk. All collisions occurred during the late morning or early afternoon hours, between November 2019 and July 2021. Based on street-level images, it is noted that zebra-striped crosswalks have been implemented on all approaches between September 2019 and October 2020.

Baseline Road between Clyde Avenue & 207m East of Clyde Avenue
A total of 11 collisions have been reported along this segment over the last five years, consisting of one angle impact, five rear-end impacts, three sideswipe impacts, and two single vehicle/other impacts. No collisions resulted in injuries or fatalities. Six of the 11 collisions (54%) occurred in poor driving conditions. No collisions involved cyclists or pedestrians.

2.2 Planned Conditions

2.2.1 Planned Transportation Projects

Transit Projects
The City's *2025 Transportation Master Plan (TMP)* identifies the Baseline-Heron Transitway in its Needs-Based and Priority Transit Networks. The transitway is identified in the Priority Network to run between Algonquin College and Walkley Road/Russell Road, and identified in the Needs-Based Network to ultimately run between Bayshore Station and St. Laurent Station. The *2025 TMP* identifies that an Environmental Assessment (EA) has been completed for the section from Bayshore Station to Billings Bridge Station. Bus rapid transit (BRT) will run in the centre of Baseline Road and Heron Road, and upgraded sidewalks and cycle tracks will be implemented. The first phase of construction, which focused on the Baseline Road/Greenbank Road intersection west of the study area, initiated in spring 2025.

The functional design of the Baseline Road BRT along the subject site frontage is included in **Appendix F**.

Roadway Projects
Within the study area, the City's *2025 TMP* does not identify any roadway projects in its Needs-Based or Priority Road Networks.

Active Transportation Projects
Within the study area, the City's *2025 TMP* does not identify any active transportation projects in its Pedestrian Projects with Prioritization or Cycling Projects with Prioritization networks. Within the vicinity of the subject site, connections to the Experimental Farm Path (east of the study area) and bike lanes on Withrow Avenue/Capilano Drive where feasible (south of the study area) are identified in the cycling network.

2.2.2 Other Area Developments

Based on a review of the City's Development Application Search Tool, there are multiple other developments that were significant enough to include traffic projections, and are in proximity of the subject site that are under construction, approved, or are in the approval process. These developments are summarized as follows.

300 Central Park Drive
This mixed-use development will consist of 740 high-rise apartments, 180,000 ft^2 of retail space, and 48,000 ft^2 of office space. The Community Transportation Study/Transportation Impact Study (CTS/TIS, prepared by Delcan in 2011) did not identify a buildout year, and estimated the development will generate 709 and 816 two-way vehicle trips during the AM and PM peak hours, respectively.

1200 Baseline Road
This mixed-use development will consist of 1,291 high-rise apartments and 16,752 ft^2 of ground-floor retail space. The TIA (prepared by CGH in 2026) estimated the development will generate 160 and 171 two-way vehicle trips during the AM and PM peak hours, respectively.

1345 Baseline Road
This mixed-use development will consist of 1,251 high-rise apartments, with 938 m^2 of ground-floor retail space. The TIA Scoping Report (prepared by Stantec in 2026) estimated the development will generate 410 and 462 two-way vehicle trips during the AM and PM peak hours, respectively. It is noted that the TIA Scoping Report is an intermediate submission, and subject to revisions.

1356 Clyde Avenue
This mixed-use development will consist of 458 residential units, 32,776 ft^2 of office space, and 18,740 ft^2 of ground-floor retail space, replacing the two existing commercial strip malls. The TIA (prepared by Parsons in 2021) estimated the development will generate a net additional 93 two-way vehicle trips during the AM peak hour, and no additional vehicle trips during the PM peak hour.

1357 Baseline Road
This mixed-use development will consist of 402 residential units and 5,500 ft^2 of retail space. The TIA (prepared by Stantec in 2020) identified a buildout year of 2022, and estimated the development will generate 90 and 111 two-way vehicle trips during the AM and PM peak hours, respectively (in the scenario where the Baseline Road BRT is not yet implemented). The development is partially constructed.

1375 Clyde Avenue
This development (consisting of a retail building, self-storage facility, and restaurant) is now constructed, but traffic generated by the development was not captured by the traffic counts listed in Section 2.1.7. The TIS (prepared by Parsons in 2017) estimated that the site would generate 47 and 93 net new two-way vehicle trips during the AM and PM peak hours, respectively.

1500 Merivale Road (Phase 1)
This mixed-use development will consist of 121 residential units and 1,647 ft^2 of retail space. The TIA (prepared by Novatech in 2023) identified a buildout year of 2024, and estimated the development will generate 16 and 20 two-way vehicle trips during the AM and PM peak hours, respectively.

A map indicating the approximate location of each development is included in **Figure 4**.

Figure 4: Other Area Developments



2.3 Study Area and Time Periods

The study area for this report includes Baseline Road and the new public roadway, as well as the intersections at Baseline Road/Clyde Avenue and Baseline Road/207m East of Clyde Avenue.

The selected time periods for this report are the weekday AM and PM peak hours, as they represent the 'worst case' combination of site generated traffic and adjacent street traffic. The buildout year 2029 and horizon year 2034 have been considered.

2.4 Access Design

A full-movement access is proposed to the new public road bisecting the overall site, along with an egress to the new public road. The new road is subject to an ongoing separate road opening application. Preliminary design drawings for the new road are included in **Appendix G**.

The proposed accesses have been evaluated using the relevant provisions of the City's *Access By-Law* and *Access Design Requirements*, and the Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads*.

Sections 14(1)(b) and 17(1)(a) of the City's *Access By-Law* identifies that two-way accesses to a parking lot shall have a maximum width of 9m (measured at the street line) and 19m (measured at the roadway edge). These requirements are met by the proposed two-way access, which has a width of 7m at the street line and 13m at the roadway edge, and the one-way egress, which has a width of 6m at the street line and 15m at the roadway edge.

Section 3.1.4.1 of the City's *Access Design Requirements* identifies that more than 34m of frontage to a roadway is required to permit one two-way access and one one-way access. This requirement is met.

Section 3.1.4.4 of the City's *Access Design Requirements* identifies that two accesses to the same property shall have a minimum separation of 9m when one or both accesses are two-way, measuring nearest edge to nearest edge at both the street line and curb line. This requirement is met, as the two accesses are proposed to be approximately 40m apart.

Applying to sites abutting or within 46m of an arterial or major collector roadway, Section 3.1.4.6 of the City's *Access Design Requirements* identifies a minimum distance between an access and the nearest intersecting street, based on the total number of parking spaces serving that site. Where 300 or more parking spaces are provided, this minimum distance is 75m. The separation to the two-way access (approximately 70m) and one-way egress (approximately 20m) are both less than the requirement. However, the two-way access is located as south as possible from Baseline Road and the one-way egress is anticipated to be used infrequently. It is requested that the 75m requirement be waived for both the two-way access and one-way egress.

TAC's *Geometric Design Guide* identifies minimum corner clearance distances between the nearest edge of a private approach and the nearest edge of a crossing roadway. When accessing a local roadway, TAC identifies a minimum corner clearance requirement of 15m to the nearest unsignalized intersection. This requirement is met by the proposed access to the new public road, as approximately 20m of corner clearance is proposed.

Section 3.1.5 of the City's *Access Design Requirements* identifies that the grade of an access (excluding sidewalk or active transportation facilities within the access) shall have a grade between 2% and 8%, descending in the direction of the roadway. For accesses serving a parking lot with more than 50 spaces, the grade shall not exceed 8% for the first 9m inside the street line. This requirement is met by the proposed access, which has a maximum grade of 3.4% inside the street line.

A review of stopping sight distance (SSD) and intersection sight distance (ISD) requirements at the proposed accesses has been conducted, in accordance with the minimum requirements outlined in TAC's *Geometric Design Guide*. For the purposes of this review, a design speed of 50 km/h has been assumed. Therefore, TAC outlines the following SSD and ISD requirements for the new public road:

- SSD: 65m required;
- ISD, looking right to turn left out of access: 105m required;
- ISD, looking left to turn right out of access: 95m required.

The new public road will feature horizontal and vertical curvatures within the overall site. The proposed access is located where the grade of the public road is approximately 4.9%, ascending toward Baseline Road. The elevation at Baseline Road will be approximately 1.5m higher than the access, at a distance of approximately 70m (for an average grade of 2%). This is gradual enough that sightlines are not anticipated to be obstructed by a vertical crest.

The proposed access is located on the inside of the curve of the new public road, approximately 30m from the horizontal crest. Based on the conceptual building envelope for Phase 4 (south of the Phase 2 building), and assuming future vegetation is trimmed and maintained, sightlines are anticipated to be sufficient. Sightline requirements can be revisited as part of the future Site Plan Control application for Phase 4, when the building envelope and landscaping details are known.

2.5 Development-Generated Travel Demand

2.5.1 Trip Generation

The proposed development includes residential and commercial components, with a total of 264 dwellings and a publicly-accessible 1,910 ft^2 café. The methodology for estimating trip generation for each of these uses is summarized below.

Mode Shares
The *TRANS Trip Generation Manual* identifies the subject site as being located within the Merivale district and the subject site is adjacent to the Baseline Road corridor, which is a future rapid transit corridor. Developments within 600m of a rapid transit corridor can be considered as Transit-Oriented Developments (TODs). In TOD zones, the transit share is assumed to increase significantly compared to any TRANS O-D district. The City has outlined sustainable mode share targets for transit-oriented developments, which can be summarized as follows:

- Auto Driver: 15% during peak periods;
- Auto Passenger: 5% during peak periods;
- Transit: 65% during peak periods;
- Non-Auto (Active): 15% during peak periods.

The Merivale district has the following observed mode shares for high-rise multifamily housing and commercial generators during the peak periods:

Residential Mode Shares

- Auto Driver: 41% AM, 41% PM
- Auto Passenger: 6% AM, 11% PM
- Transit: 42% AM, 33% PM
- Cyclist: 2% AM, 2% PM
- Pedestrian: 8% AM, 13% PM

Commercial Mode Shares

- Auto Driver: 71% AM, 61% PM
- Auto Passenger: 19% AM, 16% PM
- Transit: 1% AM, 8% PM
- Cyclist: 0% AM, 1% PM
- Pedestrian: 9% AM, 14% PM

Consistent with the TIA in support of the Master Site Plan, a blend of the residential mode shares observed for the Merivale district and the TOD mode share targets have been developed as the assumed residential mode shares of the proposed development. Compared to the Merivale district mode shares, the auto driver share has been decreased, and the transit share has been increased, given the subject site's proximity to transit stops and other retail/commercial sites.

The proposed café is intended to be highly patronized by residents of all phases of 1366 Baseline Road and foot traffic along Baseline Road. The proposed site plan does not include any designated parking spaces for the café, discouraging vehicle trips to/from this use.

The assumed mode shares for the proposed residential and commercial uses are summarized in **Table 3**.

Table 3: Proposed Development Mode Shares

Mode	Proposed Residential		Proposed Café	
	AM	PM	AM	PM
Auto Driver	30%	30%	10%	10%
Auto Passenger	5%	6%	5%	5%
Transit	48%	44%	20%	20%
Cyclist	5%	5%	5%	5%
Pedestrian	12%	15%	60%	60%

Residential Trip Generation

The number of peak hour person trips generated by the proposed development has been estimated using the *TRANS Trip Generation Manual*, which present peak period trip generation rates and mode shares for different types of housing for the AM and PM peak periods. The data is divided into trip generation rates and mode shares for Single-Family Detached Housing, Low-Rise Multifamily Housing (one or two storeys), and High-Rise Multifamily Housing (three or more storeys).

The process of converting the trip generation estimates from peak period to peak hour is shown in the following tables. The estimated number of person trips generated by the proposed development during the AM and PM peak periods are shown in **Table 4**. A breakdown of these trips by mode share is shown in **Table 5**.

Table 4: Proposed Residential – Peak Period Trip Generation

Land Use	TRANS Rate	Units	AM Peak Period (ppp[1])			PM Peak Period (ppp)		
			IN	OUT	TOT	IN	OUT	TOT
High-Rise Multifamily Housing	AM: 0.80 PM: 0.90	264 units	65	146	*211*	138	100	*238*

1. ppp: Person Trips per Peak Period

Table 5: Proposed Residential – Peak Period Trips by Mode Share

Travel Mode	Mode Share		AM Peak Period			PM Peak Period		
	AM	PM	IN	OUT	TOT	IN	OUT	TOT
Residential Person Trips			**65**	**146**	***211***	**138**	**100**	***238***
Auto Driver	30%	30%	20	43	*63*	41	30	*71*
Auto Passenger	5%	6%	3	8	*11*	8	6	*14*
Transit	48%	44%	31	70	*101*	61	44	*105*
Cyclist	5%	5%	3	8	*11*	7	5	*12*
Pedestrian	12%	15%	8	17	*25*	21	15	*36*

Table 4 of the *TRANS Trip Generation Manual* includes adjustment factors to convert the estimated number of trips generated for each mode from peak period to peak hour. A breakdown of the peak hour trips by mode is shown in **Table 6**.

Table 6: Proposed Residential – Peak Hour Trips by Mode Share

Travel Mode	Adj. Factor		AM Peak Hour			PM Peak Hour		
	AM	PM	IN	OUT	TOT	IN	OUT	TOT
Auto Driver	0.48	0.44	9	21	*30*	18	13	*31*
Auto Passenger	0.48	0.44	2	4	*6*	4	3	*7*
Transit	0.55	0.47	17	39	*56*	29	21	*50*
Cyclist	0.58	0.48	2	4	*6*	3	2	*5*
Pedestrian	0.58	0.52	5	10	*15*	11	8	*19*
Peak Hour Person Trips			**35**	**78**	***113***	**65**	**47**	***112***

Café Trip Generation

The number of peak hour person trips generated by the proposed café has been estimated using the *ITE Trip Generation Manual, 12th Edition*, specific to the Coffee/Donut Shop with No Drive-Through Window land use (code 936). It should be noted that the land use rates for Coffee/Donut Shops are extremely high, as the sites surveyed to develop the rates are primarily suburban and vehicle-centric. Therefore, use of these rates in this study should be considered extremely conservative.

The prescribed trip-to-person-trip factor of 1.28 has been applied to convert the ITE trips to person trips, consistent with the *2017 TIA Guidelines*. The estimated number of person trips generated by the proposed development during the AM and PM peak hours are shown in **Table 7**. A breakdown of these trips by mode share is shown in **Table 8**.

Table 7: Proposed Café – Peak Hour Trip Generation

Land Use	ITE Code	GFA	AM Peak Hour (pph)[1]			PM Peak Hour (pph)[1]		
			IN	OUT	TOT	IN	OUT	TOT
Coffee/Donut Shop with No Drive-Through	936	1,910 ft^2	113	108	*221*	39	38	*77*

1. pph: Person Trips per Hour

Table 8: Proposed Café – Peak Hour Trips by Mode Share

Travel Mode	Mode Share	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOT	IN	OUT	TOT
Café Person Trips		**113**	**108**	***221***	**39**	**38**	***77***
Auto Driver	10%	11	11	*22*	4	4	*8*
Auto Passenger	5%	6	5	*11*	2	2	*4*
Transit	20%	22	22	*44*	8	7	*15*
Cyclist	5%	6	5	*11*	2	2	*4*
Pedestrian	60%	68	65	*133*	23	23	*46*

The estimated total number of person trips generated by the Phase 2 development is shown in **Table 9**.

Table 9: Proposed Development – Total Peak Hour Trips

Travel Mode	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOT	IN	OUT	TOT
Residential Person Trips	**35**	**78**	***113***	**65**	**47**	***112***
Auto Driver	9	21	*30*	18	13	*31*
Auto Passenger	2	4	*6*	4	3	*7*
Transit	17	39	*56*	29	21	*50*
Cyclist	2	4	*6*	3	2	*5*
Pedestrian	5	10	*15*	11	8	*19*
Café Person Trips	**113**	**108**	***221***	**39**	**38**	***77***
Auto Driver	11	11	*22*	4	4	*8*
Auto Passenger	6	5	*11*	2	2	*4*
Transit	22	22	*44*	8	7	*15*
Cyclist	6	5	*11*	2	2	*4*
Pedestrian	68	65	*133*	23	23	*46*
Total Person Trips	**148**	**186**	***334***	**104**	**85**	***189***
Auto Driver	20	32	*52*	22	17	*39*
Auto Passenger	8	9	*17*	6	5	*11*
Transit	39	61	*100*	37	28	*65*
Cyclist	8	9	*17*	5	4	*9*
Pedestrian	73	75	*148*	34	31	*65*

From the previous table, the proposed development is projected to generate 334 person trips (including 52 vehicle trips) during the AM peak hour and 189 person trips (including 39 vehicle trips) during the PM peak hour.

It is recognized that some trips generated by the proposed development will be internally captured (i.e. residents within the Phase 2 building or within the 1366 Baseline Road site will travel to/from the café). However, no reduction in vehicle trips has been applied to remain conservative.

It is also recognized that some trips generated by the proposed café will be pass-by trips (i.e. an existing vehicle trip within the study area may stop at the café before proceeding to their final destination). Given the relatively small magnitude of site-generated vehicle trips, all vehicle trips are assumed to be primary trips rather than pass-by for simplicity.

2.5.2 Trip Distribution and Assignment

The assumed distribution of trips generated by the proposed development is based on logical trip routing, existing traffic patterns, and the assumed distributions in the TIA prepared for the Master Site Plan application for 1366 Baseline Road (previously 1500 Merivale Road). The assumed distributions for the residential and café uses can be summarized as follows:

Residential Trip Distribution

- 20% to/from the north via Clyde Avenue;
- 20% to/from the north via Merivale Road;
- 20% to/from the south via Merivale Road;
- 25% to/from the east via Baseline Road;
- 15% to/from the west via Baseline Road.

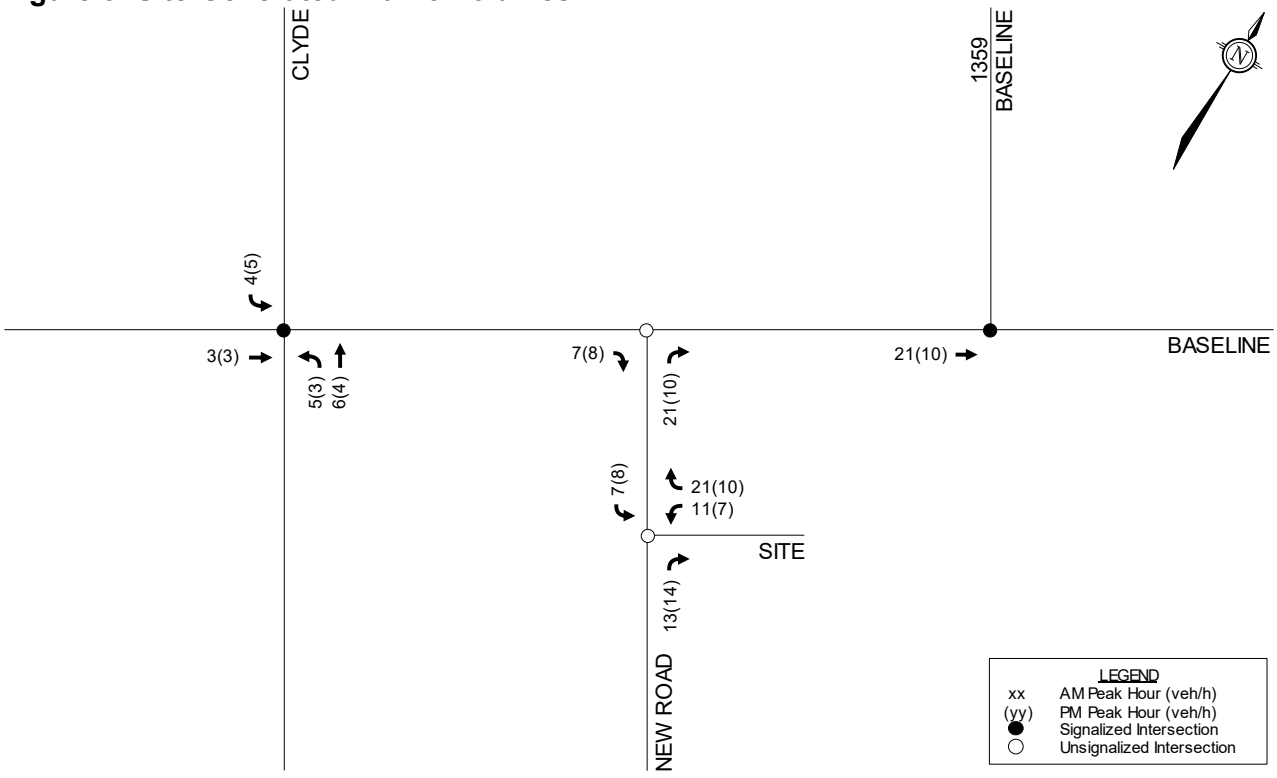
Café Trip Distribution

- 20% to/from the north via Clyde Avenue;
- 20% to/from the north via Merivale Road;
- 20% to/from the south via Merivale Road;
- 20% to/from the east via Baseline Road;
- 20% to/from the west via Baseline Road.

All trips to the north via Clyde Avenue, from the north via Merivale Road, to/from the south via Merivale Road, from the east via Baseline Road, and to the west via Baseline Road are assumed to enter/exit the Phase 2 access to/from the south (i.e. entering 1366 Baseline Road via Merivale Road). All trips from the north via Clyde Avenue, to the north via Merivale Road, to the east via Baseline Road, and from the west via Baseline Road are assumed to enter/exit the Phase 2 access to/from the north (i.e. via the new intersection to Baseline Road).

Based on the above, the distribution of site-generated traffic volumes to the study area intersections are shown in **Figure 5**.

Figure 5: Site-Generated Traffic Volumes



2.6 Exemptions Review

This module reviews possible exemptions from the final TIA, as outlined in the *Revised TIA Guidelines*. The applicable exemptions for this site are shown in **Table 10**.

Table 10: TIA Exemptions

Module	Element	Exemption Criteria	Status
4.1 Development Design	*4.1.2* Circulation and Access	• Required for site plan control and zoning by-law amendment applications	Not Exempt
	4.1.3 New Street Networks	• Required for draft plan of subdivision applications	Exempt
4.2 Parking	*All elements*	• Required for site plan control and zoning by-law amendment applications	Not Exempt
4.6 Neighbourhood Traffic Calming	*All elements*	• If all of the following criteria are met: 1. Access is provided to a collector or local roadway 2. Application is for zoning by-law amendment or draft plan of subdivision 3. Development generates more than 75 vehicle trips 4. Site trip infiltration is expected, and site-generated traffic will increase peak volumes by 50% or more along the route between the site and an arterial 5. The subject street segment is adjacent to two or more of the following significant sensitive land uses: o School (within 250m walking distance) o Park o Retirement/older adult facility o Licensed child care centre o Community centre o 50+% of adjacent properties along the route(s) are occupied by residential lands and at least ten dwellings are occupied	Exempt
4.7 Transit	*4.7.1* Transit Route Capacity	• Required when proposed development generates more than 75 transit trips	Not Exempt
	4.7.2 Transit Priority Requirements	• Required when proposed development generates more than 75 vehicle trips	Exempt
4.8 Network Concept	*All elements*	• Required when proposed development generates more than 200 peak hour person trips in excess of the equivalent volume permitted by the established zoning	Exempt
4.9 Intersection Design	*All elements*	• Required when proposed development generates more than 75 vehicle trips	Exempt

Based on the foregoing, the following modules are included in the TIA report:

- Module 4.1: Development Design
- Module 4.2: Parking
- Module 4.3: Boundary Streets
- Module 4.5: Transportation Demand Management
- Module 4.7: Transit

3.0 FORECASTING

3.1 Background Traffic

3.1.1 Other Area Developments

As first discussed in Section 2.2.2, the following development applications are within proximity of the subject site. Traffic generated by the following developments have been added to the background traffic conditions. Excerpts from the relevant transportation studies have been attached in **Appendix H**.

300 Central Park Drive
This mixed-use development will consist of 740 high-rise apartments, 180,000 ft^2 of retail space, and 48,000 ft^2 of office space. The CTS/TIS did not identify a buildout year, and the development application is currently inactive. For the purposes of this study, the projected traffic added by this development has been added to the 2034 background volumes.

1200 Baseline Road
This mixed-use development will consist of 1,291 high-rise apartments and 16,752 ft^2 of ground-floor retail space. The TIA identified a buildout year of 2040. For the purposes of this TIA, 50% of the projected ultimate traffic added by this development have been added to the 2034 background volumes, as initial phases are anticipated to advance within the timeframe of this study.

1345 Baseline Road
This mixed-use development will consist of 1,251 high-rise apartments, with 938 m^2 of ground-floor retail space. The TIA Scoping Report identified a Phase 1 buildout year of 2029 and ultimate buildout year of 2034. The number of units in Phase 1 is approximately 30% of the ultimate number of units. Therefore, 30% of the projected traffic added by this development has been added to the 2029 background volumes and 100% has been added to the 2034 background volumes.

1356 Clyde Avenue
This mixed-use development will consist of 458 residential units, 32,776 ft^2 of office space, and 18,740 ft^2 of ground-floor retail space, replacing the two existing commercial strip malls. The TIA identified an ultimate buildout year of 2026, and the development application is currently inactive. For the purposes of this study, the projected traffic added by this development has been added to the 2034 background volumes.

1357 Baseline Road
This mixed-use development will consist of 402 residential units and 5,500 ft^2 of retail space. The TIA identified a buildout year of 2022, and the development is partially constructed. Therefore, the projected traffic added by this development has been added to the 2029 and 2034 background volumes.

1375 Clyde Avenue
This development (consisting of a retail building, self-storage facility, and restaurant) is now constructed, but traffic generated by the development was not captured by the traffic counts listed in Section 2.1.7. Therefore, the projected traffic added by this development has been added to the 2029 and 2034 background volumes.

1500 Merivale Road (Phase 1)
This mixed-use development will consist of 121 residential units and 1,647 ft^2 of retail space. The TIA identified a buildout year of 2024, and the development is in the approvals process. The projected traffic added by this development was low enough that trips were not distributed to any adjacent intersections, and traffic generated by Phase 1 is anticipated to be marginal at the study area intersections. Therefore, no traffic from this development has been added to the 2029 and 2034 background volumes.

3.1.2 General Background Growth Rate

It is anticipated that background growth along the study area roadways will be captured through the addition of traffic generated by the other area developments listed in the previous section, and no annual background growth rate has been applied to the volumes on Baseline Road and Clyde Avenue. This approach is consistent with the TIA prepared in support of the Phase 1 development.

3.2 Future Traffic Conditions

The figures below present the following future traffic conditions:

- Other area development-generated traffic volumes in 2029 are shown in **Figure 6**;
- Other area development-generated traffic volumes in 2034 are shown in **Figure 7**;
- Background traffic volumes in 2029 are shown in **Figure 8**;
- Background traffic volumes in 2034 are shown in **Figure 9**;

Figure 6: 2029 Other Area Development Traffic Volumes

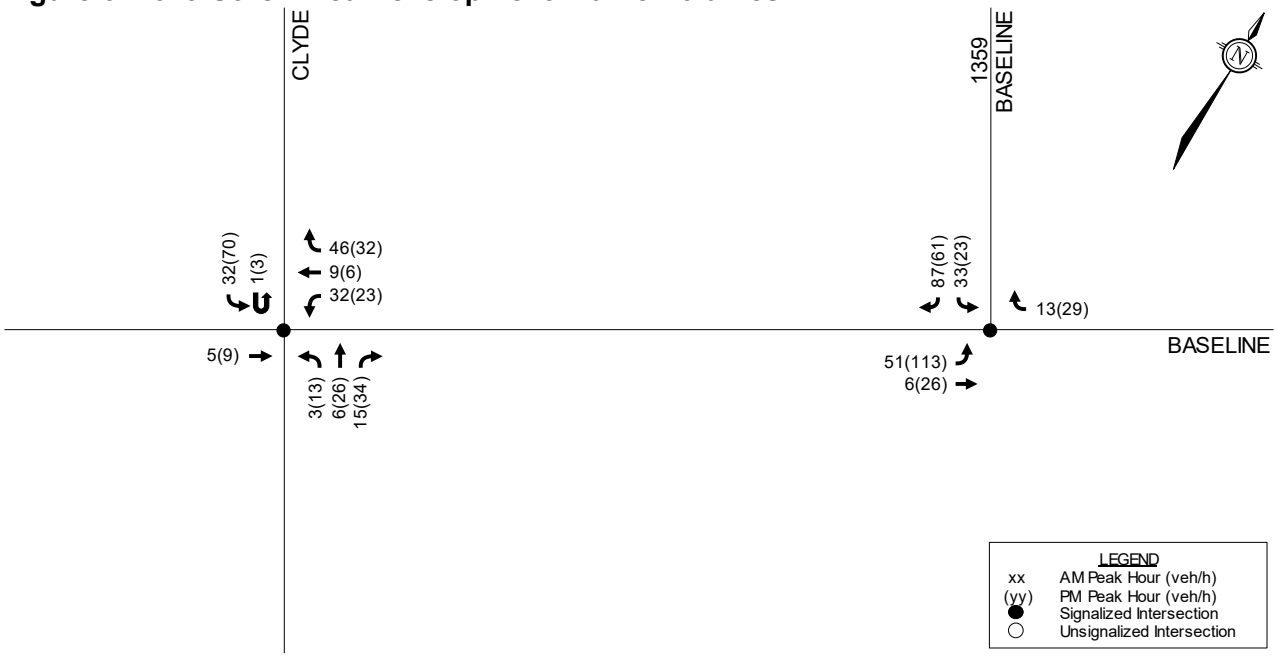


Figure 7: 2034 Other Area Development Traffic Volumes

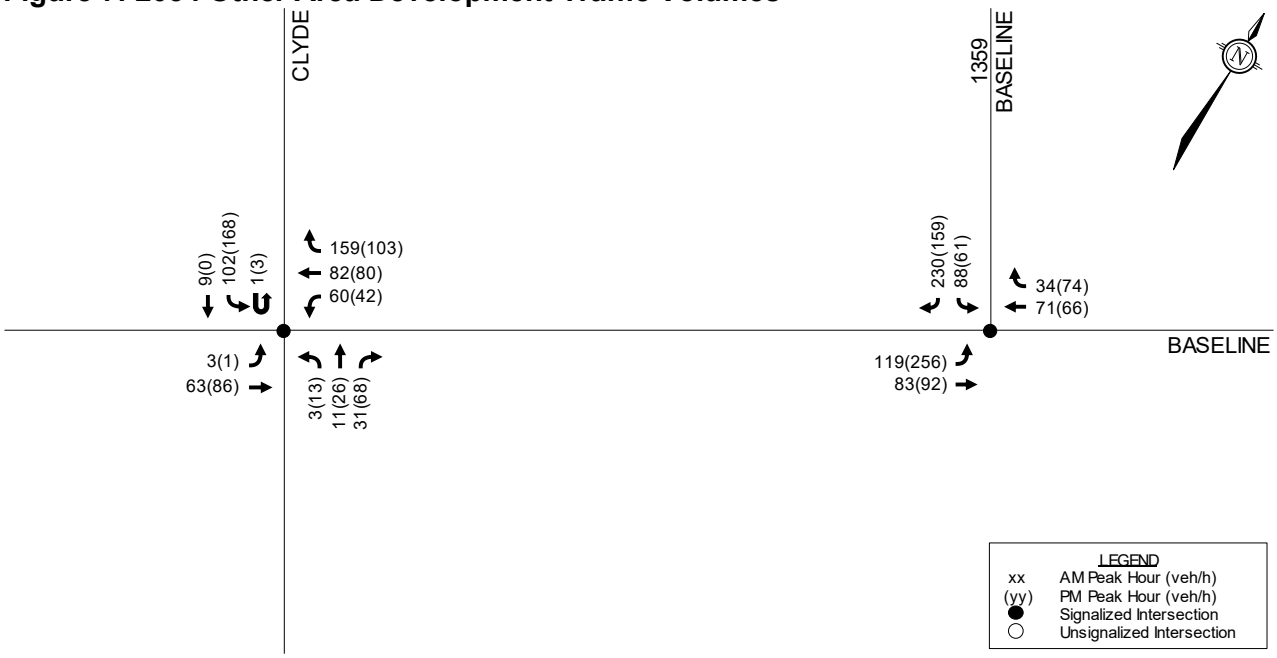


Figure 8: 2029 Background Traffic Volumes

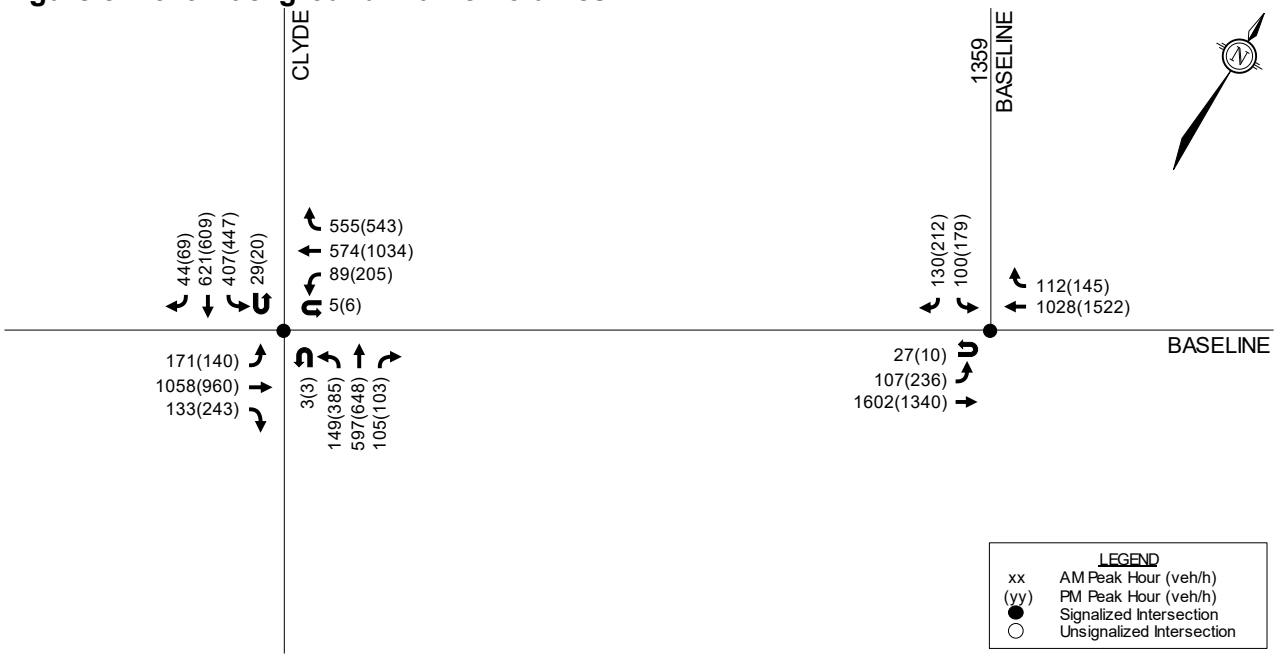
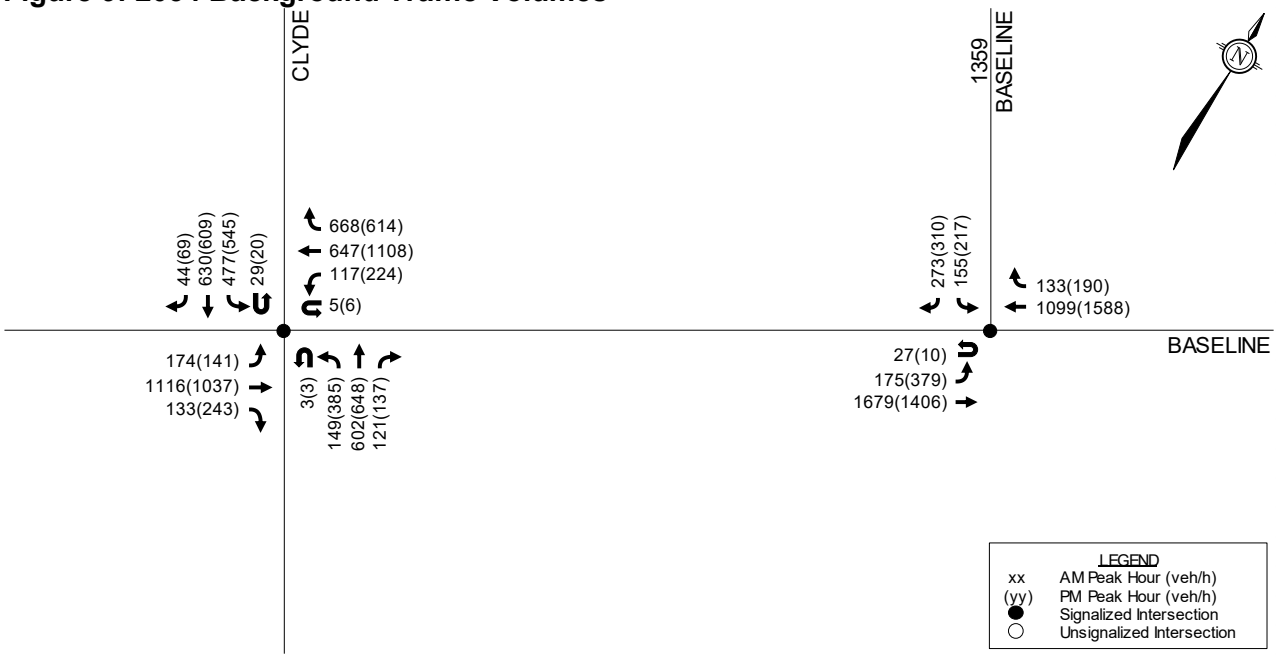


Figure 9: 2034 Background Traffic Volumes



3.3 Demand Rationalization

Based on the City's *TIA Guidelines*, the Demand Rationalization module includes identifying any locations and approaches where total auto demand is projected to exceed capacity, and what reductions in peak hour volumes are required for demand to meet capacity. Determining whether any approach has volumes that exceed capacity requires intersection analysis, which is a module that is exempt from this study.

4.0 ANALYSIS

4.1 Development Design

4.1.1 Design for Sustainable Modes

Pedestrian walkways will connect to the new public roadway or the existing sidewalk along Baseline Road. The 3.0m asphalt multi-use pathway (MUP) will be continuous across the proposed site access.

A total of 225 bicycle parking spaces are proposed inside the underground parking garage. A review of the bicycle parking requirements is included in Section 4.2.

OC Transpo's service design guideline for peak period service is to provide service within a five-minute (400m) walk of home, work, or school for 95% of urban residents. The subject site is within 400m walking distance of bus stops along Baseline Road and Merivale Road. These stops are served by OC Routes 80, 81, and 88.

A review of the City's *Transportation Demand Management (TDM)-Supportive Development Design and Infrastructure Checklist* has been conducted. All required TDM-supportive design and infrastructure measures in the TDM checklist are met. A copy of this checklist is included in **Appendix I**. In addition to the required measures, the proposed development also meets the following 'basic' or 'better' measures as defined in the checklist:

- Locate building close to the street, and do not locate parking areas between the street and building entrances;
- Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations;
- Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort;
- Provide safe, direct, and attractive walking routes from building entrances to nearby transit stops;
- Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up without using fire lanes or other no-stopping zones.

4.1.2 Circulation and Access

The proposed development does not include an on-site fire route, and fire trucks will respond to emergencies by parking on Baseline Road or the new public roadway.

A loading space for moving and deliveries is proposed at the southwestern corner of the building, adjacent to the visitor parking spaces. Garbage collection will also occur at the loading space. Loading and garbage collection vehicles will drive forward into the site, reverse into the loading space, turn around using the drop-off loop at the back of the building, and drive forward out of the site. Turning movements for a Medium Single Unit (MSU) design vehicle have been developed to confirm that the site can accommodate these movements. The turning movements are included in **Appendix J**.

The proposed development includes two drop-off loops within the site. The loop adjacent to the main entrance (i.e. between the new public roadway and the western face of the building) will operate one-way south to north, and is intended to be used more for short-term deliveries (such as food or package deliveries) and taxi pick-ups and drop-offs. The loop at the back of the building is intended for use by family and friend pick-ups and drop-offs. Turning movements for the TAC Passenger Car design vehicle has been prepared at both loops, to confirm that the loops accommodate vehicles entering and exiting. The turning movements are included in **Appendix J**.

4.2 Parking

Parking requirements have been evaluated against both the in-force *Zoning By-Law (ZBL) 2008-250* and the updated *ZBL 2026-50*, which is currently under appeal. Whichever requirements are more strict are to be applied to development applications until the updated *ZBL* is declared in effect.

4.2.1 Requirements per Zoning By-Law 2008-250

The subject site is located in Area C on Schedules 1 and 1A of the 2008 *ZBL*, and located within 600m of the rapid transit corridor shown on Schedule 2A of the *2008 ZBL*. Per Sections 101(5)(d), 102(5), and 103(1) of the *2008 ZBL*, the minimum vehicle parking requirements have been calculated using the rates for Area X, and the maximum vehicle parking requirements have been calculated using the rates for Area C.

Minimum and maximum vehicle parking, minimum bicycle parking, and loading rates for the proposed development are identified in Sections 101/102/103, 111, and 113 of the *2008 ZBL*, respectively. A summary of the required parking and proposed parking is shown in **Table 11**.

Table 11: Parking Requirements (ZBL 2008-250)

Land Use	Rate	Units/GFA	Required	Provided
Minimum Vehicle Parking				
Apartment, Mid-Rise	0.5 per dwelling unit (residents)	264 units	132	336
	0.1 per dwelling unit after the first 12 units to a maximum of 30 (visitors)		25	25
Restaurant	5 per 100 m^2 GFA	177 m^2	9	0
Maximum Vehicle Parking				
Apartment	1.75 per dwelling unit (combined resident and visitor)	264 units	462	361
Restaurant	No maximum requirement	177 m^2	-	0
Minimum Bicycle Parking				
Apartment	0.5 per dwelling unit	264 units	132	225
Restaurant	1 per 250 m^2 GFA	177 m^2	1	
Minimum Loading Spaces				
Apartment	No residential loading requirement	264 units	-	1
Restaurant	No requirement when less than 1,000 m^2	177 m^2	-	

From the previous table, the proposed development meets all requirements per the *2008 ZBL*.

4.2.2 Requirements per Zoning By-Law 2026-50

The subject site is located in Area C on Schedule A1 and Area D on Schedule A3 of the *2026 ZBL*. The site is shown within 600m of a rapid transit station, as shown on Schedule A4 of the *2026 ZBL*. The maximum vehicle parking, minimum visitor parking, minimum loading, and bicycle parking rates for the proposed development are identified in Sections 602, 603, 610, and 613, respectively. A summary of the required parking and proposed parking is shown in **Table 12**.

Table 12: Parking Requirements (ZBL 2026-50)

Land Use	Rate	Units/GFA	Required	Provided
Maximum Vehicle Parking				
Apartment	1.25 per dwelling unit (excluding visitor spaces)	264 units	330	336
Restaurant	3.6 per 100 m^2 GFA	177 m^2	6	
Minimum Visitor Parking				
Apartment	0.1 per dwelling unit after the first 12 units, and to a maximum of 30	264 units	25	25
Minimum Loading Spaces				
Apartment	No residential loading requirement	264 units	-	1
Restaurant	No requirement when less than 1,000 m^2	177 m^2	-	

Land Use	Rate	Units/GFA	Required	Provided
Minimum Bicycle Parking				
Apartment	Short-term: 2 for the first 20 units, plus 1 for each additional 20 units	264 units	14	225
	Long-term: 0.75 per unit		198	
Restaurant	2 for the first 250 m^2 GFA	177 m^2	2	

From the previous table, the proposed development meets all requirements per the *2026 ZBL* on a total parking supply basis. Specific details relating to short-term bicycle parking will be confirmed as part of a subsequent resubmission.

4.3 Boundary Streets

4.3.1 Baseline Road

This section provides a review of the boundary frontage to Baseline Road, using complete streets principles. The *2025 MMLOS Guidelines Update* has been used to evaluate the pedestrian level of service (PLOS), bicycle level of service (BLOS), transit level of service (TLOS), and public realm level of service (PRLOS) of Baseline Road.

Based on Exhibit 2 of the *MMLOS Guidelines Update*, Baseline Road has been evaluated using the targets for the 'Hub' designation. A detailed MMLOS review is included in **Appendix K**. A summary of the segment MMLOS results is provided in **Table 13**.

Table 13: Segment MMLOS Summary

Segment	PLOS		BLOS		TLOS		PRLOS
	Actual	Target	Actual	Target	Actual	Target	Score
Baseline Road	**D**	A	**D** / **E**	A	**E**	A	D

From the previous table, Baseline Road does not meet the target PLOS A, BLOS A, and TLOS A.

Both sides of Baseline Road achieve a PLOS D. The *MMLOS Guidelines Update* identifies that the target PLOS A can be met by providing sidewalks with a minimum width of 2.0m and a minimum offset from travel lanes of 3.0m. Based on the preliminary design of the Baseline Road BRT (included in **Appendix F**), the future cross-section will generally provide these minimums and achieve the target PLOS A.

The north side of Baseline Road achieves a BLOS D and the south side achieves a BLOS E, as a continuous bike lane is only provided in the westbound direction. The *MMLOS Guidelines Update* identifies that the target BLOS A can be met by providing unidirectional cycle tracks with a minimum width of 1.8m and minimum boulevard width of 1.5m. Based on the functional design of the Baseline Road BRT, the future cross-section will generally include 1.8m cycle tracks with 1.2m boulevards in both directions, which achieves a BLOS C. Widening the boulevards to 1.5m from 1.2m is identified for the City's consideration.

Based on the existing traffic volumes on Baseline Road, it is estimated that the roadway achieves a TLOS E. The *MMLOS Guidelines Update* identifies that the future median BRT lanes on Baseline Road will achieve a TLOS A.

4.3.2 New Public Roadway

The new public roadway will be a local roadway, with a ROW width of 20m and a pavement width of 8.5m (reducing to 7.0m at intersection or midblock narrowings). Curbside parking will be available on the west side of the roadway where the width is 8.5m. The west side of the roadway will include a curbside 2.0m-wide sidewalk (where the roadway has an 8.5m pavement width) or a 2.0m-wide sidewalk with 1.5m boulevard (where a narrowing is provided). The proposed 3.0m-wide MUP on the east side of the roadway will include a 3.5m-wide boulevard along the entire length. The proposed typical cross-sections of the new public roadway are included in **Appendix G**.

For the purposes of this TIA, the new public roadway has been evaluated for PLOS and BLOS, based on the targets for 'Hub' roadways. For the purposes of this review, the roadway has been conservatively assumed to have a posted speed limit of 40 km/h (consistent with the design speed of 50 km/h cited in Section 2.4). The targets are PLOS A and BLOS B.

The new public roadway achieves the target PLOS A where roadway narrowings are applied and a PLOS B where narrowings are not applied. A majority of the roadway achieves the target PLOS.

On the east side, the new public roadway achieves a BLOS A, as a MUP is proposed. The west side achieves a BLOS C, as no dedicated cycling facility is proposed. This is acceptable, as the MUP is a bidirectional facility.

4.4 Transportation Demand Management

4.4.1 Context for TDM

The proposed development include 264 apartment dwellings and a 1,910 ft^2 café that is open to the public. The development will also include a suite of private amenities to residents, including a pool, spa, pickleball court, gym, bistro bar and restaurant, library, lounge, theatre, and more. Overall, the development will be marketed as 'senior living.'

A breakdown of the 264 apartment dwellings by unit type is summarized as follows:

- 16 studio units (6%);
- 88 one-bedroom units (33%);
- 160 two-bedroom units (61%).

4.4.2 Need and Opportunity

The subject site is designated as 'Hub' and 'Corridor – Mainstreet (Baseline Road, Merivale Road, Clyde Avenue)' with an 'Evolving Neighbourhood' overlay on Schedule B3 – Outer Urban Transect of the City of Ottawa's *Official Plan*. The subject site is zoned as 'Arterial Mainstreet' (AM10[2217] H(34)) under *Zoning By-Law 2006-250*, and 'Hub 2' (H2[2217] H(132)) under *Zoning By-Law 2026-50*. The subject site is not located in any community design plan or secondary plan areas.

As discussed in Section 2.5.1, the assumed driver share is 30% for the residential use and 10% for the café use. Failure to meet these driver share targets are anticipated to have marginal impacts to existing congestion on Baseline Road and Clyde Avenue. Given that the intended residents will be seniors and retirees, and there will be proposed amenities inside the Phase 2 building and existing adjacent grocery stores and other commercial sites, the 30% driver share target is reasonable for the residential use. Given that the café will have no dedicated parking spaces and is intended for internal resident traffic plus external foot and transit traffic, the 10% driver share target is reasonable for the café use.

4.4.3 TDM Program

A review of the City's *TDM Measures Checklist* has been conducted by the proponent, who has committed to providing the following TDM measures. A copy of the residential checklist is included in **Appendix I**.

- Display local area maps with walking/cycling access routes and key destinations at major entrances;
- Display relevant transit schedules and route maps at entrances;
- Unbundle parking cost from monthly rent;
- Provide a multimodal travel option information package to new residents.

4.5 Transit

Based on the trip generation estimates presented in Section 2.5.1, the proposed development is anticipated to generate the following number of transit trips:

- AM peak hour: 56 residential trips (17 in, 39 out) and 44 café trips (22 in, 22 out);
- PM peak hour: 50 residential trips (29 in, 21 out) and 15 café trips (8 in, 7 out).

The majority of site-generated transit trips are anticipated to board and alight buses at stops on Baseline Road (stops #4043 and #4484), which are served by OC Routes 81 and 88, and in the future, whichever routes run on the Baseline Road BRT when operational.

Data from the *2011 TRANS O-D Survey Report* suggests that approximately 35% of trips originating in Merivale remain within the district, approximately 50% of trips are destined for districts north and east of Merivale, approximately 10% of trips are destined west of Merivale, and approximately 5% of trips are destined south of Merivale. For the purposes of this study, trips within Merivale and south of Merivale have been assigned to Route 80 (served by stops #4037 and #6937 on Merivale Road), and all other trips have been equally assigned to Routes 81 and 88 (served by stops #4043 and #4484 on Baseline Road).

A summary of the assumed transit distributions is included in **Table 14**.

Table 14: Transit Distribution

Route, Direction (Terminus)	Stop	Distribution		AM Peak Hour (tph)[1]			PM Peak Hour (tph)[1]		
		IN	OUT	IN	OUT	TOT	IN	OUT	TOT
Route 80, north (Tunney's Pasture)	#4037	40%	0%	15	-	*15*	15	-	*15*
Route 80, south (Barrhaven Centre)	#6937	0%	40%	-	25	*25*	-	10	*10*
Route 81, east (Tunney's Pasture)	#4043	5%	25%	2	15	*17*	2	7	*9*
Route 81, west (Bayshore)	#4484	25%	5%	10	3	*13*	9	2	*11*
Route 88, east (Hurdman)	#4043	5%	25%	2	15	*17*	2	7	*9*
Route 88, west (Bayshore)	#4484	25%	5%	10	3	*13*	9	2	*11*

1. tph: transit riders per hour

OC Route 80 (north to Tunney's Pasture)
During the peak hours, the proposed development is projected to generate 15 AM and PM alighting trips at stop #4037. Assuming 15-minute headways, this averages to an addition of four alightings per bus.

OC Route 80 (south to Barrhaven Centre)
During the peak hours, the proposed development is projected to generate 25 AM boarding trips and ten PM boarding trips at stop #6937. Assuming 15-minute headways, this averages to an addition of six AM boardings and three PM boardings per bus.

OC Route 81 (east to Tunney's Pasture)
During the peak hours, the proposed development is projected to generate 15 AM boarding trips, two AM alighting trips, seven PM boarding trips, and two PM alighting trips at stop #4043. Assuming 30-minute headways, this averages to an addition of eight AM boardings, one AM alighting, four PM boardings, and one PM alighting per bus.

OC Route 81 (west to Bayshore)
During the peak hours, the proposed development is projected to generate three AM boarding trips, ten AM alighting trips, two PM boarding trips, and nine PM alighting trips at stop #4484. Assuming 30-minute headways, this averages to an addition of two AM boarding, five AM alightings, one PM boarding, and five PM alightings per bus.

OC Route 88 (east to Hurdman)
During the peak hours, the proposed development is projected to generate 15 AM boarding trips, two AM alighting trips, seven PM boarding trips, and two PM alighting trips at stop #4043. Assuming 15-minute headways, this averages to an addition of four AM boardings, one AM alighting, two PM boardings, and one PM alighting per bus.

OC Route 88 (west to Bayshore)
During the peak hours, the proposed development is projected to generate three AM boarding trips, ten AM alighting trips, two PM boarding trips, and nine PM alighting trips at stop #4484. Assuming 15-minute headways, this averages to an addition of one AM boarding, three AM alightings, one PM boarding, and two PM alightings per bus.

5.0 CONCLUSIONS AND RECOMMENDATIONS

The conclusions and recommendations of this TIA can be summarized as follows:

Access Design

- The proposed accesses meet the relevant provisions of the City's *Access By-Law* and *Access Design Requirements*, and the Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads*, except for the following.

- The separation to the two-way access (approximately 70m) and one-way egress (approximately 20m) are both less than the 75m requirement. However, the two-way access is located as south as possible from Baseline Road and the one-way egress is anticipated to be used infrequently. It is requested that the 75m requirement be waived for both the two-way access and one-way egress.

Site-Generated Traffic

- The proposed development is projected to generate 334 person trips (including 52 vehicle trips) during the AM peak hour and 189 person trips (including 39 vehicle trips) during the PM peak hour.

Development Design and Parking

- Pedestrian walkways will connect to the new public roadway or the existing sidewalk along Baseline Road. The 3.0m asphalt multi-use pathway (MUP) will be continuous across the proposed site access.

- All required Transportation Demand Management (TDM)-supportive design and infrastructure measures in the TDM checklist are met.

- The proposed development does not include an on-site fire route, and fire trucks will respond to emergencies by parking on Baseline Road or the new public roadway.

- A loading space for moving and deliveries is proposed at the southwestern corner of the building, adjacent to the visitor parking spaces. Garbage collection will also occur at the loading space. Loading and garbage collection vehicles will drive forward into the site, reverse into the loading space, turn around using the drop-off loop at the back of the building, and drive forward out of the site.

- The proposed development includes two drop-off loops within the site. The loop adjacent to the main entrance (i.e. between the new public roadway and the western face of the building) will operate one-way south to north, and is intended to be used more for short-term deliveries (such as food or package deliveries) and taxi pick-ups and drop-offs. The loop at the back of the building is intended for use by family and friend pick-ups and drop-offs.

- The proposed development meets the requirements of the *2008 Zoning By-Law (ZBL)*, and the requirements of the *2026 ZBL* on a total parking supply basis. Specific details relating to short-term bicycle parking will be confirmed as part of a subsequent resubmission.

Boundary Streets

- Baseline Road does not meet the target pedestrian level of service (PLOS) A, bicycle level of service (BLOS) A, and transit level of service (TLOS) A.

- Both sides of Baseline Road achieve a PLOS D. Based on the preliminary design of the Baseline Road bus rapid transit (BRT), the future cross-section will generally achieve the target PLOS A.

- The north side of Baseline Road achieves a BLOS D and the south side achieves a BLOS E, as a continuous bike lane is only provided in the westbound direction. Based on the functional design of the Baseline Road BRT, the future cross-section will generally include 1.8m cycle tracks with 1.2m boulevards in both directions, which achieves a BLOS C. Widening the boulevards to 1.5m from 1.2m is identified for the City's consideration.

- Based on the existing traffic volumes on Baseline Road, it is estimated that the roadway achieves a TLOS E. The future median BRT lanes on Baseline Road will achieve a TLOS A.

- The new public roadway will be a local roadway, with a right-of-way (ROW) width of 20m and a pavement width of 8.5m (reducing to 7.0m at intersection or midblock narrowings). Curbside parking will be available on the west side of the roadway where the width is 8.5m. The west side of the roadway will include a curbside 2.0m-wide sidewalk (where the roadway has an 8.5m pavement width) or a 2.0m-wide sidewalk with 1.5m boulevard (where a narrowing is provided). The proposed 3.0m-wide multi-use pathway (MUP) on the east side of the roadway will include a 3.5m-wide boulevard along the entire length.

- The new public roadway achieves the target PLOS A where roadway narrowings are applied and a PLOS B where narrowings are not applied. A majority of the roadway achieves the target PLOS.

- On the east side, the new public roadway achieves a BLOS A, as a MUP is proposed. The west side achieves a BLOS C, as no dedicated cycling facility is proposed. This is acceptable, as the MUP is a bidirectional facility.

Transportation Demand Management

- The proponent will consider the following TDM measures:
    - Display local area maps with walking/cycling access routes and key destinations at major entrances;
    - Display relevant transit schedules and route maps at entrances;
    - Unbundle parking cost from monthly rent;
    - Provide a multimodal travel option information package to new residents.

Transit

- The proposed development is anticipated to generate the following number of transit trips:
    - AM peak hour: 56 residential trips (17 in, 39 out) and 44 café trips (22 in, 22 out);
    - PM peak hour: 50 residential trips (29 in, 21 out) and 15 café trips (8 in, 7 out).

- The majority of site-generated transit trips are anticipated to board and alight buses at stops on Baseline Road (stops #4043 and #4484), which are served by OC Routes 81 and 88, and in the future, whichever routes run on the Baseline Road BRT when operational.

Based on the foregoing, the proposed development is recommended from a transportation perspective.

NOVATECH

Prepared by:



Joshua Audia, P.Eng.
Project Coordinator | Transportation

Reviewed by:

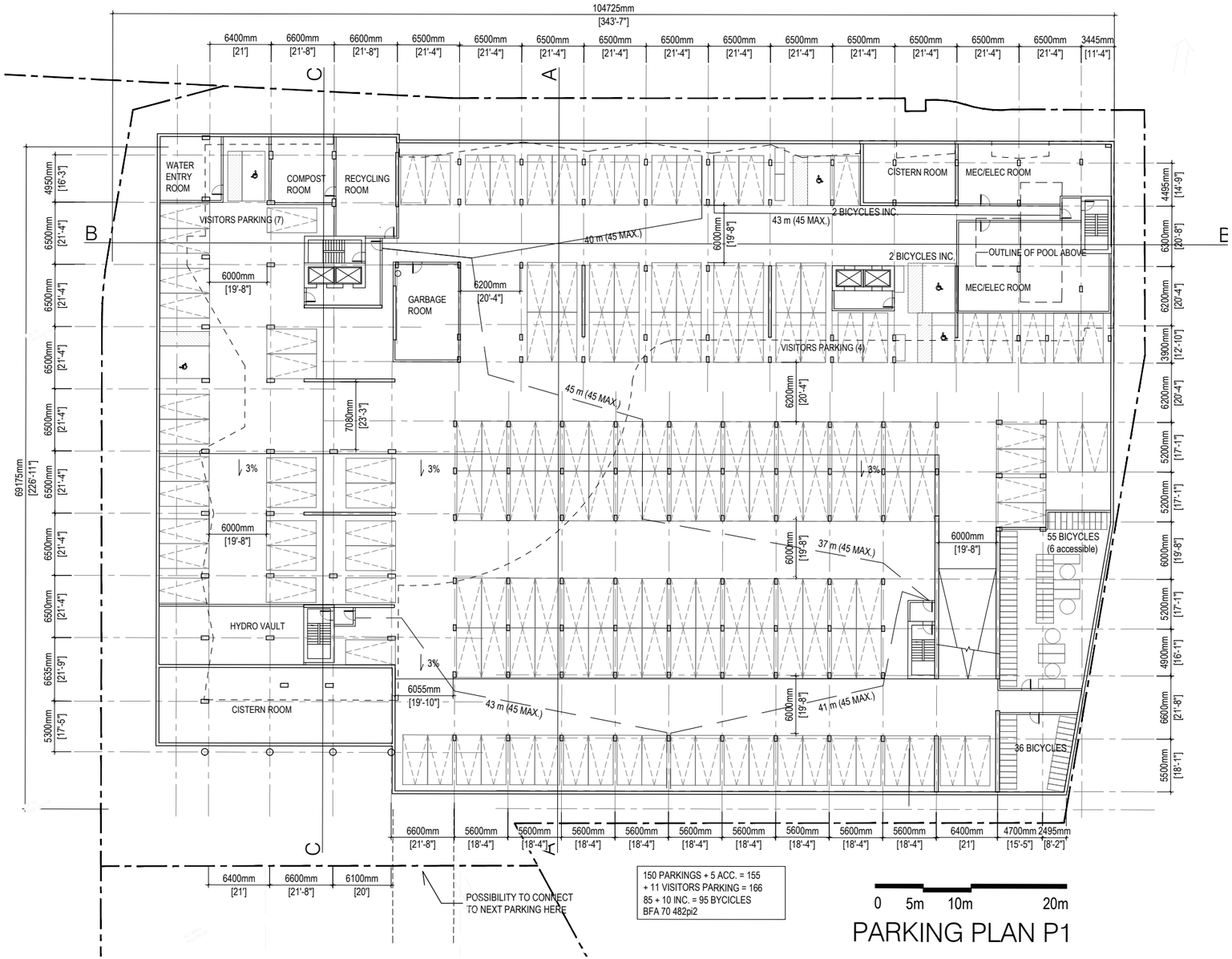


Brad Byvelds, P.Eng.
Senior Project Manager | Transportation

APPENDIX A

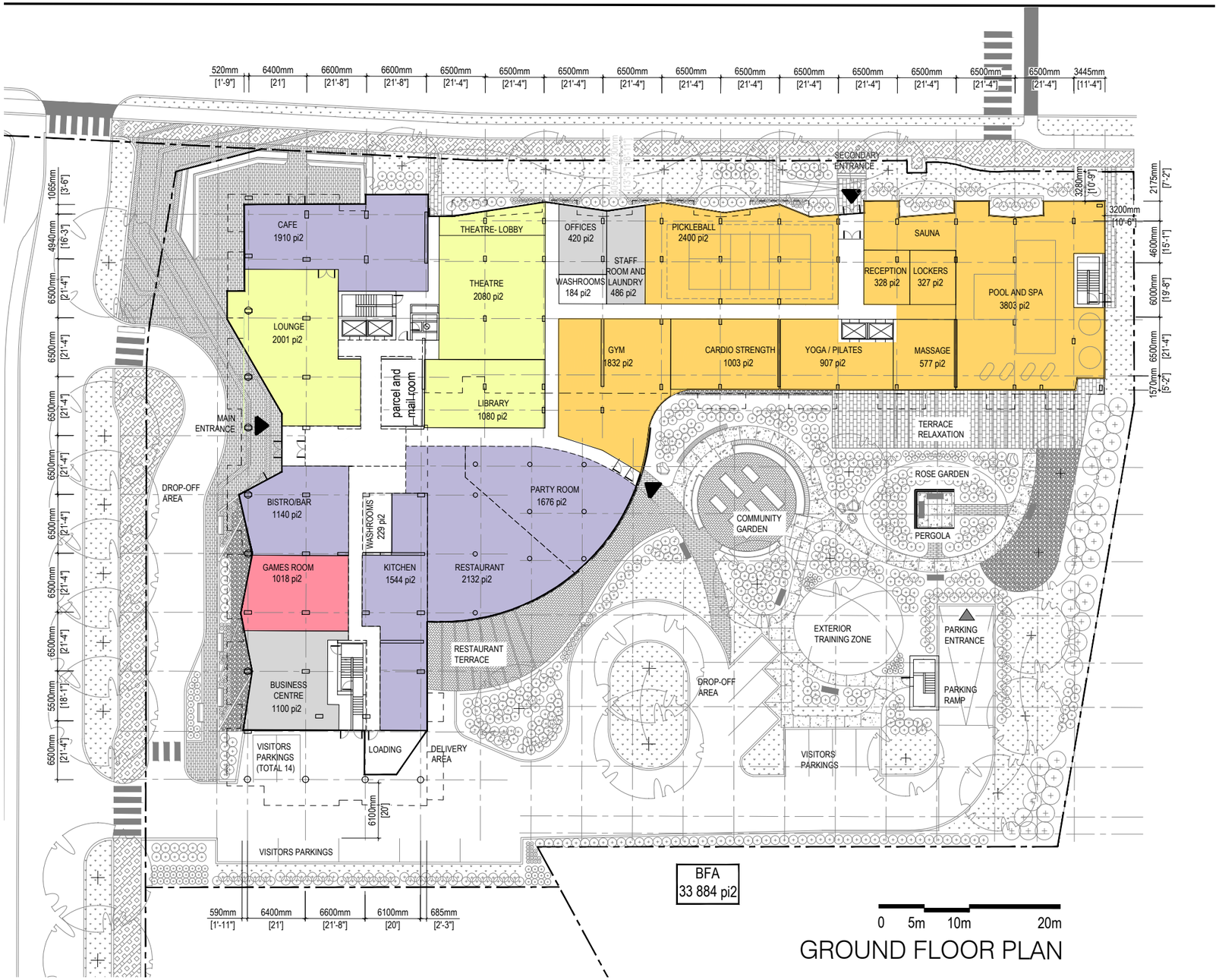
Preliminary Site Plan

PARKING SUMMARY		CARS	BICYCLES
	OUTDOOR VISITORS	14	0
	P1	150	85
	P1-VISITORS	11	
	P1-ACCESSIBLE	5	10
	P2	177	130
	P2-ACCESSIBLE	4	
	TOTAL INTERIOR	347	225

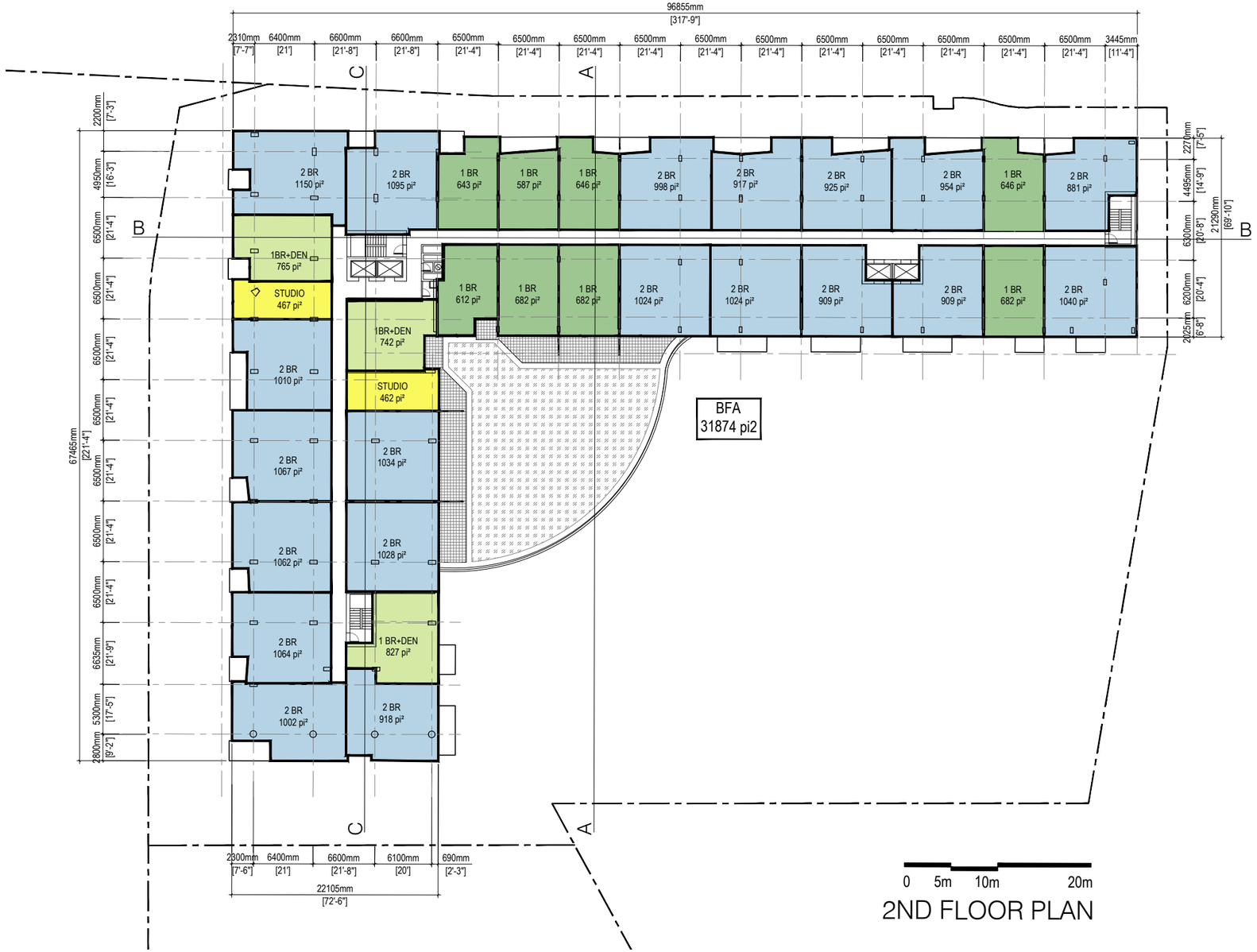


PARKING PLAN P1

	Level	Space	Qty	Area (pi^2)	Total Area (pi^2)
Resident lounges	**GF**	Lounge	1	2000	2000
	GF	Library integrated in the lounge	1	1080	1080
	GF	Theater and lobby	1	2080	2080
					5160
Wellness	**GF**	Gym	1	1830	1830
	GF	Cardio strength	1	1000	1000
	GF	Yoga/Pilates	1	910	910
	GF	Indoor Pickleball court	1	2400	2400
	GF	Indoor saltwater pool and spa / sauna	1	3800	3800
	GF	Reception	1	330	330
	GF	Massage area	1	575	575
	GF	Lockers	2	325	650
					11495
Games room	**GF**	Games room	1	1015	1015
	GF	Pool table			
	GF	Virtual reality			
	GF	Golf simulator			
	GF	Multimedia simulator			
					1015
Restaurant style dining room	**GF**	Bar / bistro	1	1140	1140
	GF	Kitchen	1	1545	1545
	GF	Café	1	1910	1910
	GF	Restaurant	1	2130	2130
	GF	Party room	1	1675	1675
					8400
Others	**GF**	Maker space	1	0	0
	GF	Office space (3-4 offices)	1	420	420
	GF	Business centre / boardroom	1	1100	1100
	GF	Staff Room and laundry	1	485	485
					2005
		Total			**28075**



GROUND FLOOR PLAN



UNIT SUMMARY	8 FLOORS	% TYPES
STUDIO	16	6,1%
1 BEDROOM	64	24,2%
1 BEDROOM +DEN	24	9,1%
2 BEDROOMS	160	60,6%
TOTAL	264	100,0%

APPENDIX B

TIA Screening Form

City of Ottawa 2017 TIA Guidelines TIA Screening

1. Description of Proposed Development

Municipal Address	1500 Merivale Road
Description of Location	S side of Baseline, W of 1357 Baseline signalized access
Land Use Classification	Residential and Commercial
Development Size (units)	264 units
Development Size square metre (m^2)	177 sq.m. (1,910 sq.ft.) cafe
Number of Accesses and Locations	One to new public road
Phase of Development	1
Buildout Year	2029

If available, please attach a sketch of the development or site plan to this form.

2. Trip Generation Trigger

Considering the Development's Land Use type and Size (as filled out in the previous section), please refer to the Trip Generation Trigger checks below.

Table notes:

1. Table 2, Table 3 & Table 4 TRANS Trip Generation Manual
2. Institute of Transportation Engineers (ITE) Trip Generation Manual 11.1 Ed.

Land Use Type	Minimum Development Size
Single-family homes	**60 units**
Multi-Use Family (Low-Rise)[1]	**90 units**
Multi-Use Family (High-Rise)[1]	**150 units**
Office[2]	**1,400 m^2**
Industrial[2]	**7,000 m^2**
Fast-food restaurant or coffee shop[2]	**110 m^2**
Destination retail[2]	**1,800 m^2**
Gas station or convenience market[2]	**90 m^2**

If the proposed development size is equal to or greater than the sizes identified above, the Trip Generation Trigger is satisfied.

3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the Transit Priority Network, Rapid Transit network or Cross-Town Bikeways?	☐	☑
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)?[2]	☑	☐

If any of the above questions were answered with 'Yes,' the Location Trigger is satisfied.

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 kilometers per hour (km/h) or greater?	☐	☑
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	☐	☑
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 metre [m] of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?	☐	☑
Is the proposed driveway within auxiliary lanes of an intersection?	☐	☑
Does the proposed driveway make use of an existing median break that serves an existing site?	☐	☑

[2] Hubs are identified in Schedules B1 to B8 of the City of Ottawa Official Plan. PMTSAs are identified in Schedule C1 of the Official Plan. DPAs are identified in Schedule C7A and C7B of the Official. See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA.

	Yes	No
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	☐	☑
Does the development include a drive-thru facility?	☐	☑

If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

5. Summary

Results of Screening	Yes	No
Does the development satisfy the Trip Generation Trigger?	☑	☐
Does the development satisfy the Location Trigger?	☑	☐
Does the development satisfy the Safety Trigger?	☐	☑

If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).

APPENDIX C

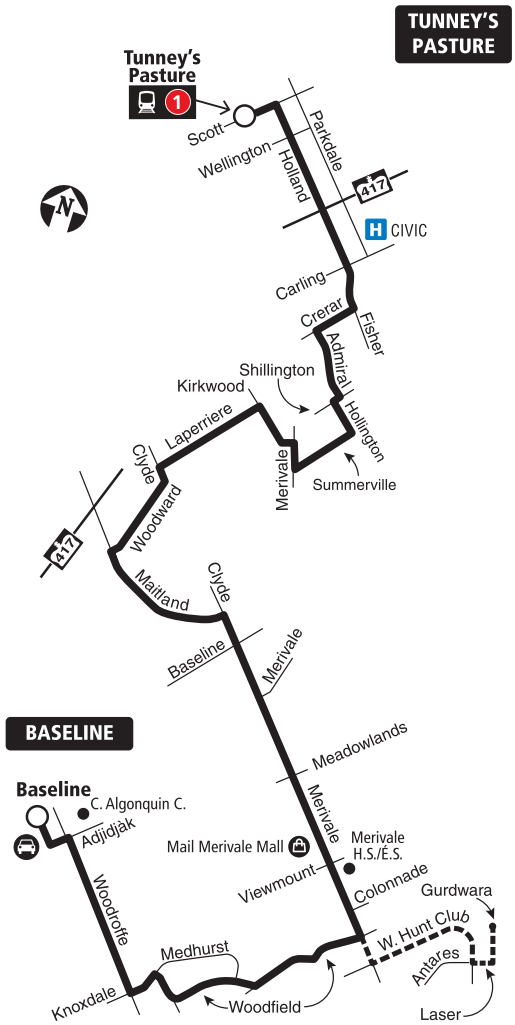
OC Transpo Route Maps

53 TUNNEY'S PASTURE
BASELINE

Local

7 days a week / 7 jours par semaine

All day service
Service toute la journée



12.2025

- Station
- Sunday only - Some trips
  Dimanche seulement - Quelques trajets
- Park & Ride / Parc relais
- Shopping Centre / Centre commercial

2025.12

Schedule / Horaire 613-560-1000
Text / Texto* 560560
plus your four digit bus stop number / *plus* votre numéro d'arrêt à quatre chiffres
*Standard message rates may apply / Les tarifs réguliers de messagerie texte peuvent s'appliquer

Special Constable Unit /
Unité des constables spéciaux.....**613-741-2478**

Customer Service / Service à la clientèle....**613-560-5000**

Lost & Found.....**octranspo.com/lostandfound**
Objets perdus.....**octranspo.com/objetsperdus**

OC Transpo
octranspo.com

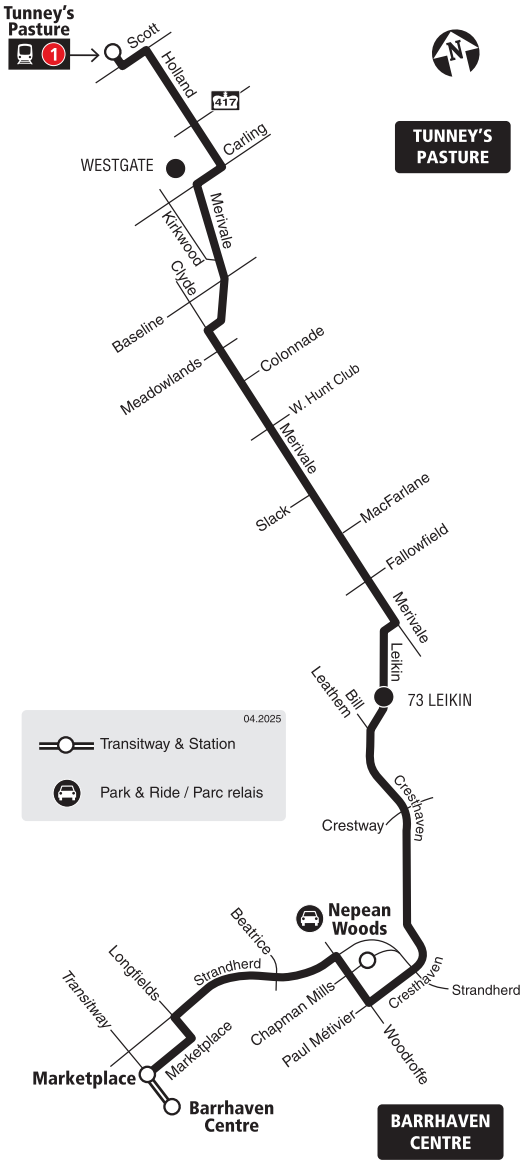
Effective Dec. 21, 2025
En vigueur 21 déc. 2025

80 Fréquent

TUNNEY'S PASTURE
BARRHAVEN CENTRE

7 days a week / 7 jours par semaine

All day service
Service toute la journée



2025.04

This route starts on April 27, 2025 when the New Ways to Bus network comes into effect.

Ce circuit sera mis en service le 27 avril 2025, lorsque le réseau L'autobus réinventé entrera en vigueur.

Customer Service / Service à la clientèle **613-560-5000**

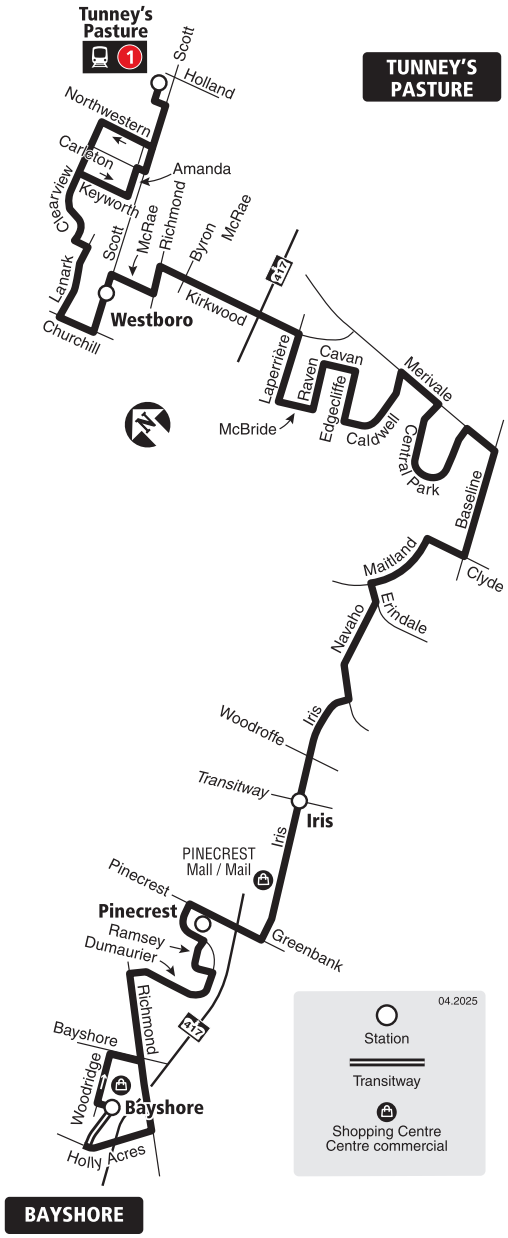
Security / Sécurité **613-741-2478**

OC Transpo **octranspo.com**

81 TUNNEY'S PASTURE / BAYSHORE

Local

7 days a week / 7 jours par semaine
All day service
Service toute la journée



2025.04

This route starts on April 27, 2025 when the New Ways to Bus network comes into effect.

Ce circuit sera mis en service le 27 avril 2025, lorsque le réseau L'autobus réinventé entrera en vigueur.

Customer Service / Service à la clientèle **613-560-5000**

Security / Sécurité **613-741-2478**

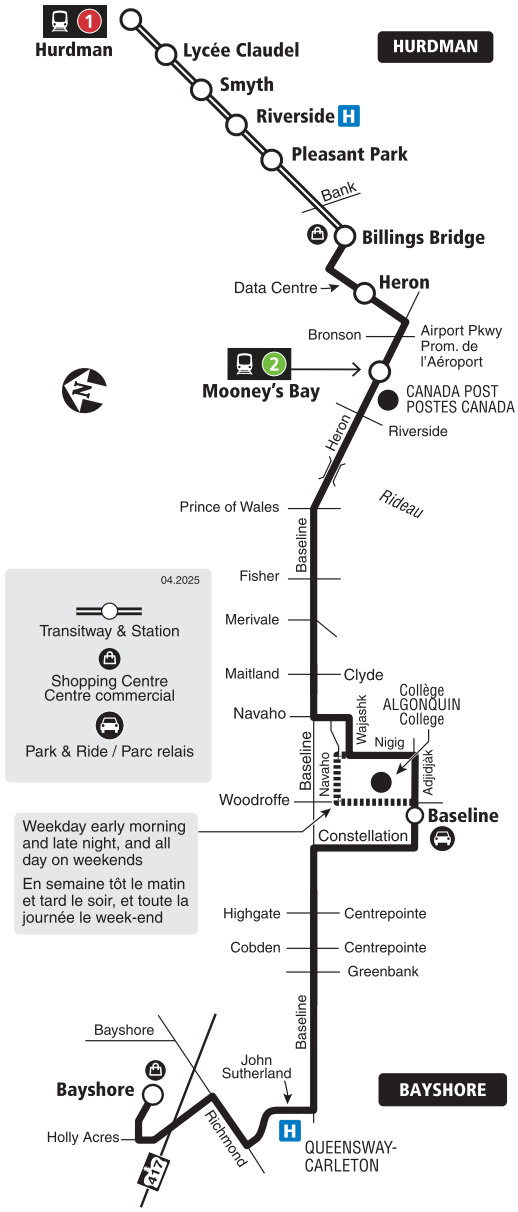
OC Transpo **octranspo.com**

88 HURDMAN / BAYSHORE

Fréquent

7 days a week / 7 jours par semaine

All day service
Service toute la journée



2025.04

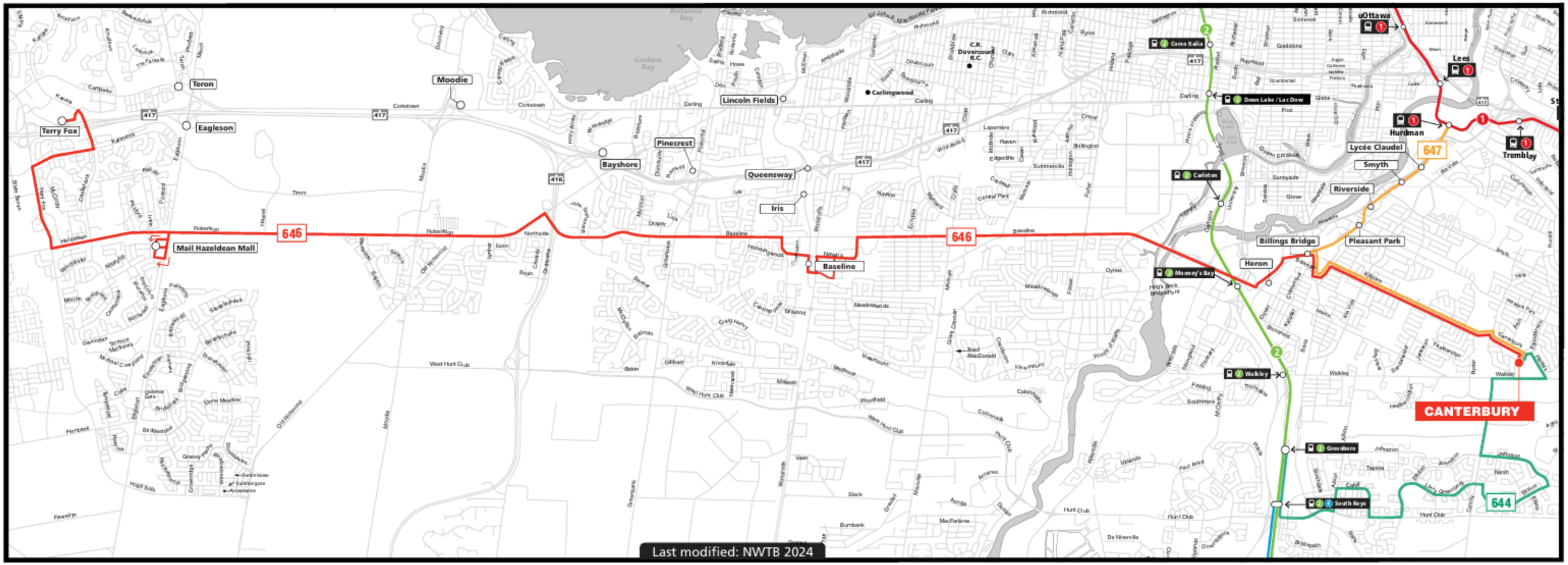
This route starts on April 27, 2025 when the New Ways to Bus network comes into effect.

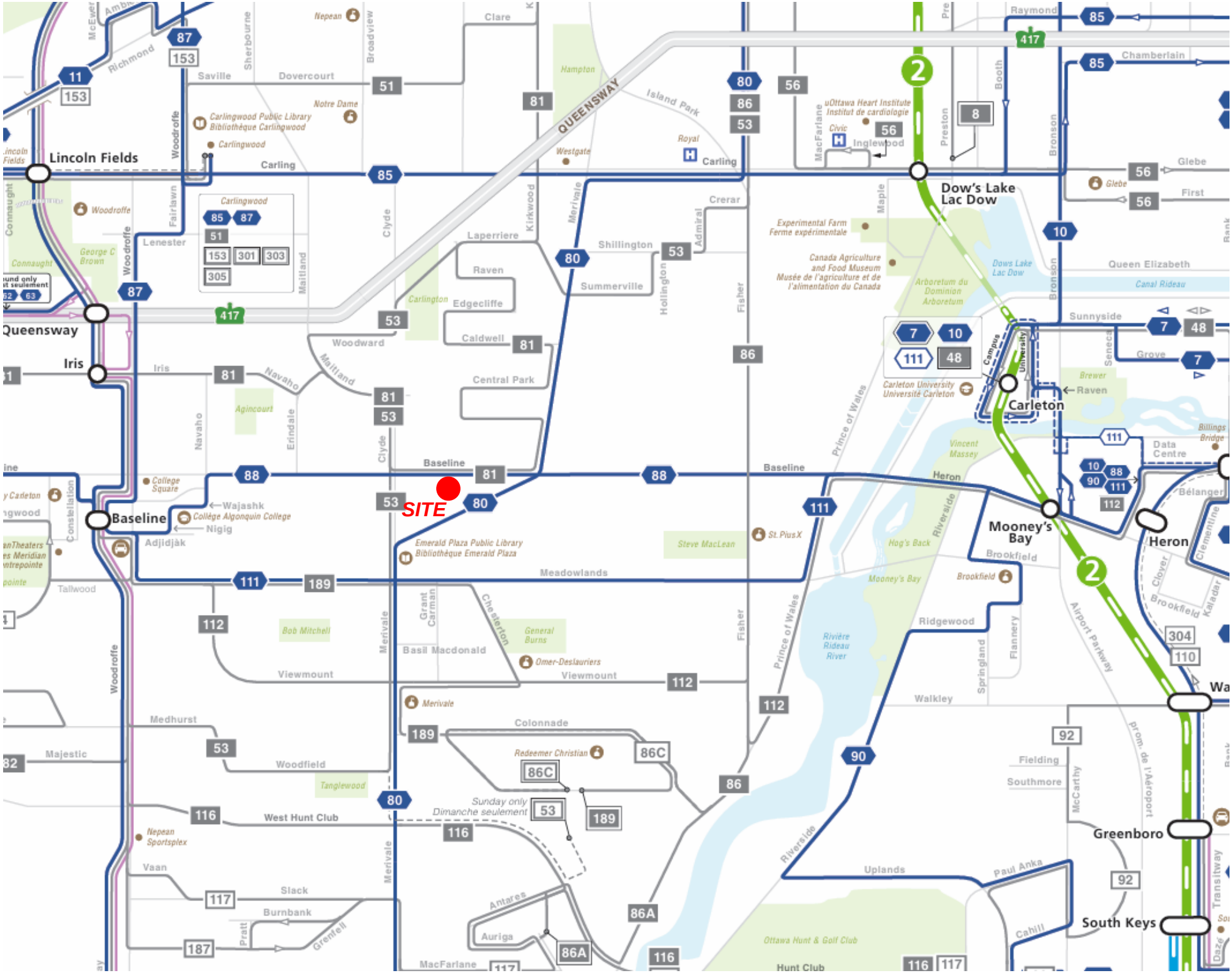
Ce circuit sera mis en service le 27 avril 2025, lorsque le réseau L'autobus réinventé entrera en vigueur.

Customer Service / Service à la clientèle **613-560-5000**

Security / Sécurité **613-741-2478**

OC Transpo **octranspo.com**


Teron
Moodie
Terry Fox
Eagleson
Lincoln Fields
Carlingwood
C.R. Dovercourt R.C.
Bayshore
Pinecrest
Queensway
Iris
Baseline
Mail Hazeldean Mall
646
417
416
Corkstown
Carling
Richmond
Robertson
Hazeldean
Baseline
Conso Italia
Dows Lake / Lac Dow
Carleton
Mooney's Bay
Billings Bridge
Heron
uOttawa
Lees
Hurdman
Tremblay
Lycée Claudel
Smyth
Riverside
Pleasant Park
647
Walkley
Greenboro
South Keys
644
CANTERBURY
West Hunt Club
Hunt Club
Meadowlands
Last modified: NWTB 2024


SITE
Lincoln Fields
Queensway
Iris
Baseline
Carling
Dow's Lake
Lac Dow
Carleton
Mooney's Bay
Heron
Greenboro
South Keys
QUEENSWAY
Richmond
Woodroffe
Fairlawn
Lenester
Connaught
Clyde
Merivale
Kirkwood
Island Park
Preston
Bronson
Booth
Chamberlain
Glebe
First
Queen Elizabeth
Sunnyside
Grove
Laperriere
Raven
Edgecliffe
Caldwell
Woodward
Central Park
Shillington
Summerville
Crerar
Admiral
Hollington
Fisher
Maple
Prince of Wales
Navaho
Maitland
Erindale
Agincourt
Iris
Adjidjak
Wajashk
Nigig
College Square
Constellation
Tallwood
Meadowlands
Viewmount
Medhurst
Majestic
Woodfield
Tanglewood
West Hunt Club
Nepean Sportsplex
Vaan
Slack
Burnbank
Pratt
Grenfell
Antares
Auriga
MacFarlane
Colonnade
Redeemer Christian
Sunday only
Dimanche seulement
Basil Macdonald
Grant Carman
Cheaterton
General Burns
Omer-Deslauriers
Merivale
Bob Mitchell
Steve MacLean
Emerald Plaza Public Library
Bibliothèque Emerald Plaza
Carlingwood Public Library
Bibliothèque Carlingwood
Carlingwood
Notre Dame
Nepean
Clare
Saville
Dovercourt
Hampton
Westgate
Royal
Civic
Inglewood
uOttawa Heart Institute
Institut de cardiologie
MacFarlane
Experimental Farm
Ferme expérimentale
Canada Agriculture and Food Museum
Musée de l'agriculture et de l'alimentation du Canada
Arboretum du Dominion Arboretum
Dows Lake
Lac Dow
Canal Rideau
Carleton University
Université Carleton
Campus
University
Brewer
Raven
Vincent Massey
Prince of Wales
Riverside
Hog's Back
Rivière Rideau River
Mooney's Bay
Brookfield
Ridgewood
Springland
Flannery
Airport Parkway
Walkley
Heron
Bélanger
Clementine
Clover
Kaladar
Billings Bridge
Data Centre
Seneca
Fielding
Southmore
McCarthy
Prom. de l'Aéroport
Transitway
Uplands
Paul Anka
Cahill
Ottawa Hunt & Golf Club
Hunt Club
Riverside
Transitway
Raymond
Chamberlain
Glebe
First
Queen Elizabeth
Canal Rideau
Sunnyside
Grove
Brewer
Raven
Billings Bridge
Data Centre
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Transitway
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Paul Anka
Cahill
Greenboro
South Keys
Ottawa Hunt & Golf Club
Hunt Club

APPENDIX D

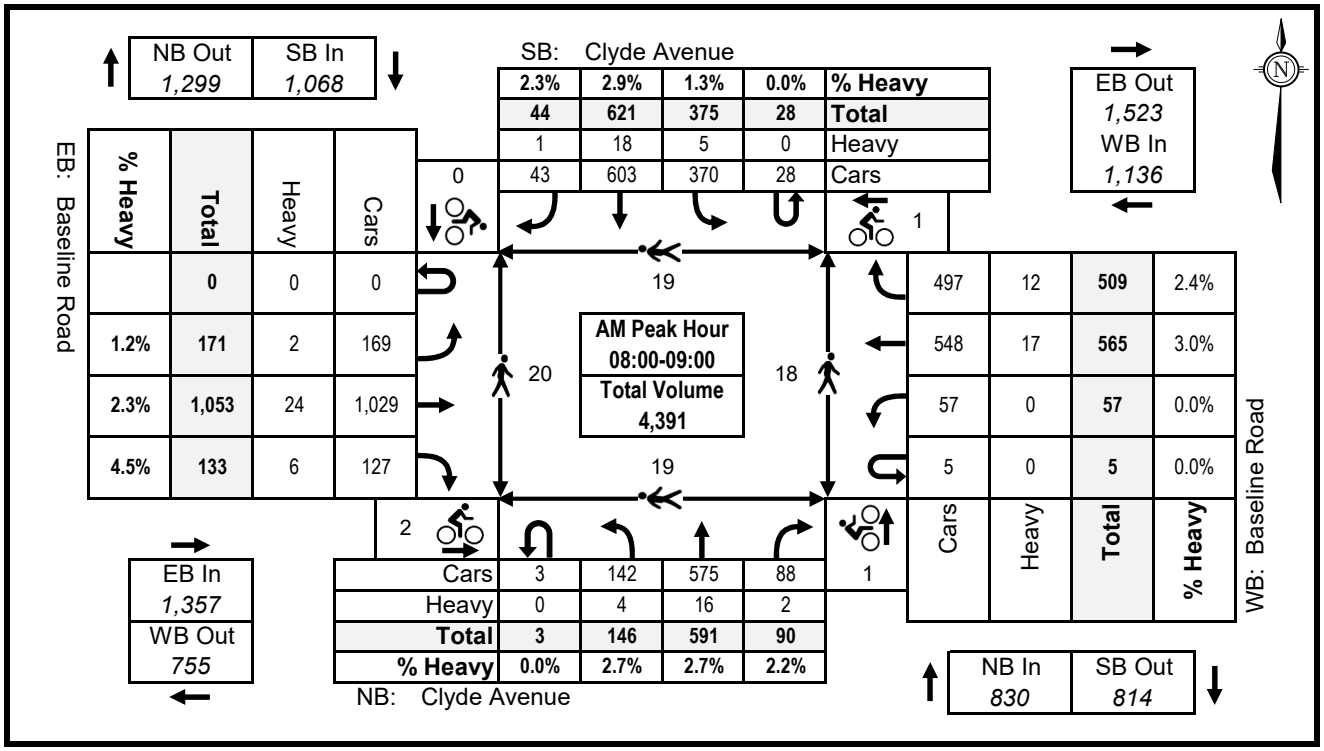
Traffic Count Data

NOVATECH
Engineers, Planners & Landscape Architects

BASELINE RD @ CLYDE AVE

TURNING MOVEMENT COUNT
PEAK HOUR SUMMARIES

Date: Tuesday, October 28, 2025
Survey Hours: 07:00-10:00, 11:30-13:30, 15:00-18:00
Surveyor(s): J.Morris, B.Cameron

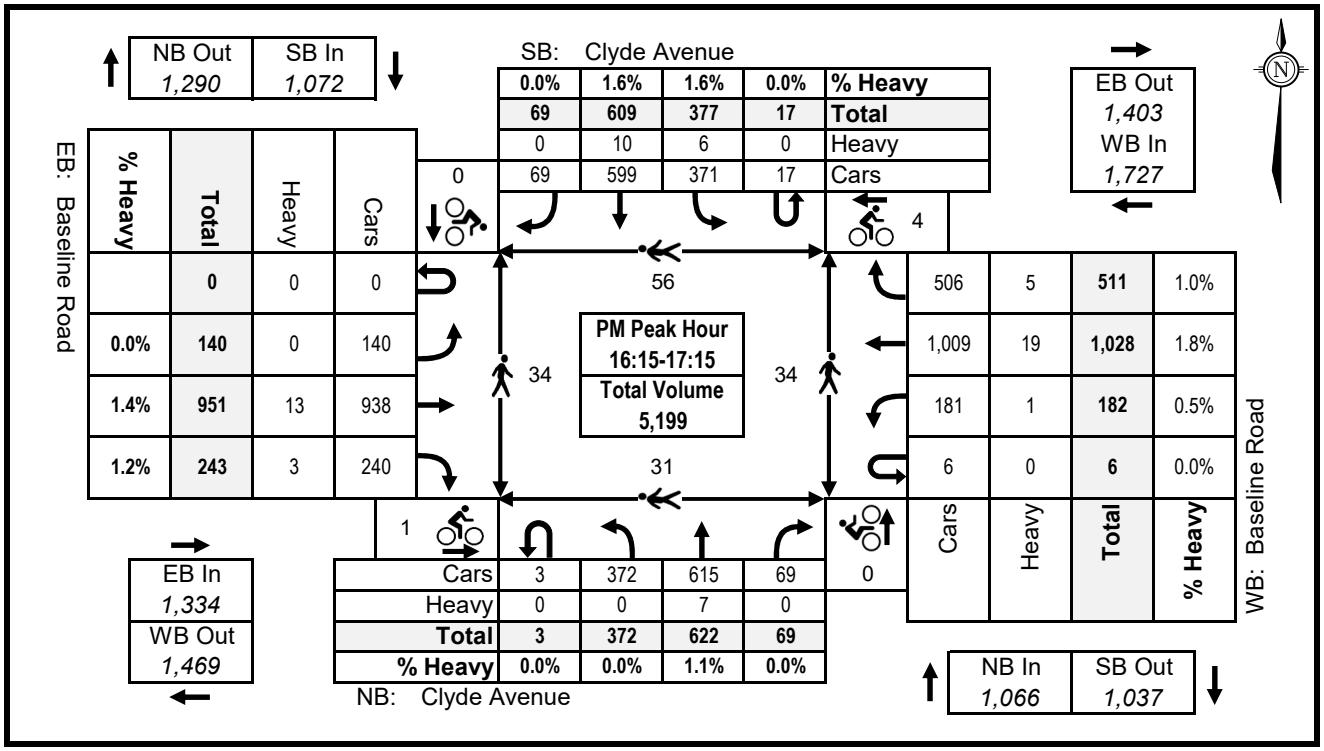


SB: Clyde Avenue				
2.3%	2.9%	1.3%	0.0%	% Heavy
44	621	375	28	Total
1	18	5	0	Heavy
43	603	370	28	Cars

EB: Baseline Road			
% Heavy	Total	Heavy	Cars
	0	0	0
1.2%	171	2	169
2.3%	1,053	24	1,029
4.5%	133	6	127

WB: Baseline Road			
Cars	Heavy	Total	% Heavy
497	12	509	2.4%
548	17	565	3.0%
57	0	57	0.0%
5	0	5	0.0%

NB: Clyde Avenue				
Cars	3	142	575	88
Heavy	0	4	16	2
Total	3	146	591	90
% Heavy	0.0%	2.7%	2.7%	2.2%



SB: Clyde Avenue				
0.0%	1.6%	1.6%	0.0%	% Heavy
69	609	377	17	Total
0	10	6	0	Heavy
69	599	371	17	Cars

EB: Baseline Road			
% Heavy	Total	Heavy	Cars
	0	0	0
0.0%	140	0	140
1.4%	951	13	938
1.2%	243	3	240

WB: Baseline Road			
Cars	Heavy	Total	% Heavy
506	5	511	1.0%
1,009	19	1,028	1.8%
181	1	182	0.5%
6	0	6	0.0%

NB: Clyde Avenue				
Cars	3	372	615	69
Heavy	0	0	7	0
Total	3	372	622	69
% Heavy	0.0%	0.0%	1.1%	0.0%

NOVATECH
Engineers, Planners & Landscape Architects

BASELINE RD @ CLYDE AVE

TURNING MOVEMENT COUNT
8-HOUR SUMMARY

Date: Tuesday, October 28, 2025
Survey Hours: 07:00-10:00, 11:30-13:30, 15:00-18:00
Surveyor(s): J.Morris, B.Cameron

Period	Clyde Avenue NORTHBOUND				Clyde Avenue SOUTHBOUND				N/S Tot	Baseline Road EASTBOUND				Baseline Road WESTBOUND				E/W Tot	Grand Tot
	L	T	R	*Tot*	L	T	R	*Tot*		L	T	R	*Tot*	L	T	R	*Tot*		
07:00 - 08:00	94	467	64	*625*	276	477	22	*775*	**1,400**	108	874	119	*1,101*	54	520	380	*954*	**2,055**	**3,455**
08:00 - 09:00	146	591	90	*827*	375	621	44	*1,040*	**1,867**	171	1,053	133	*1,357*	57	565	509	*1,131*	**2,488**	**4,355**
09:00 - 10:00	144	475	96	*715*	362	616	58	*1,036*	**1,751**	144	993	186	*1,323*	102	526	418	*1,046*	**2,369**	**4,120**
11:30 - 12:30	218	495	104	*817*	368	628	51	*1,047*	**1,864**	122	781	264	*1,167*	134	728	397	*1,259*	**2,426**	**4,290**
12:30 - 13:30	242	583	115	*940*	384	624	54	*1,062*	**2,002**	113	771	265	*1,149*	138	699	417	*1,254*	**2,403**	**4,405**
15:00 - 16:00	283	636	75	*994*	359	538	61	*958*	**1,952**	135	928	224	*1,287*	125	1,020	557	*1,702*	**2,989**	**4,941**
16:00 - 17:00	377	614	70	*1,061*	373	589	58	*1,020*	**2,081**	145	955	239	*1,339*	173	1,048	506	*1,727*	**3,066**	**5,147**
17:00 - 18:00	373	644	61	*1,078*	386	591	80	*1,057*	**2,135**	121	899	262	*1,282*	158	1,007	477	*1,642*	**2,924**	**5,059**
Subtotal	1,877	4,505	675	*7,057*	2,883	4,684	428	*7,995*	**15,052**	1,059	7,254	1,692	*10,005*	941	6,113	3,661	*10,715*	**20,720**	**35,772**
U-Turns				*20*				*198*					*4*				*85*		
Total	1,877	4,505	675	*7,077*	2,883	4,684	428	*8,193*	**15,270**	1,059	7,254	1,692	*10,009*	941	6,113	3,661	*10,800*	**20,809**	**36,079**
Equivalent 12-hr	2,609	6,262	938	*9,829*	4,007	6,511	595	*11,311*	**21,140**	1,472	10,083	2,352	*13,911*	1,308	8,497	5,089	*14,979*	**28,890**	**50,030**
Expansion Factor: Calculated by multiplying the 8-hour totals by the 8- to 12-hour expansion factor of													**1.39**						
Average 12-hr	2,348	5,636	844	*8,846*	3,606	5,860	536	*10,180*	**19,026**	1,325	9,075	2,117	*12,520*	1,177	7,647	4,580	*13,481*	**26,001**	**45,027**
Expansion Factor: Calculated by multiplying the equivalent 12-hour totals by the month AADT factor of													**0.90**						
AADT 24-hr	3,076	7,383	1,106	*11,588*	4,724	7,677	702	*13,336*	**24,924**	1,736	11,888	2,773	*16,401*	1,542	10,018	6,000	*17,660*	**34,061**	**58,985**
Expansion Factor: Calculated by multiplying the avg 12-hour totals by the 12- to 24-hour expansion factor													**1.31**						

Notes

1. Volumes include passenger vehicles and heavy vehicles (cyclists and pedestrians excluded)
2. Volumes have been rounded where factors are applied (i.e. for the rows displaying equivalent 12-hr, average 12-hr, and AADT 24-hr volumes)

Project No.: 121009

Transportation Services - Traffic Services

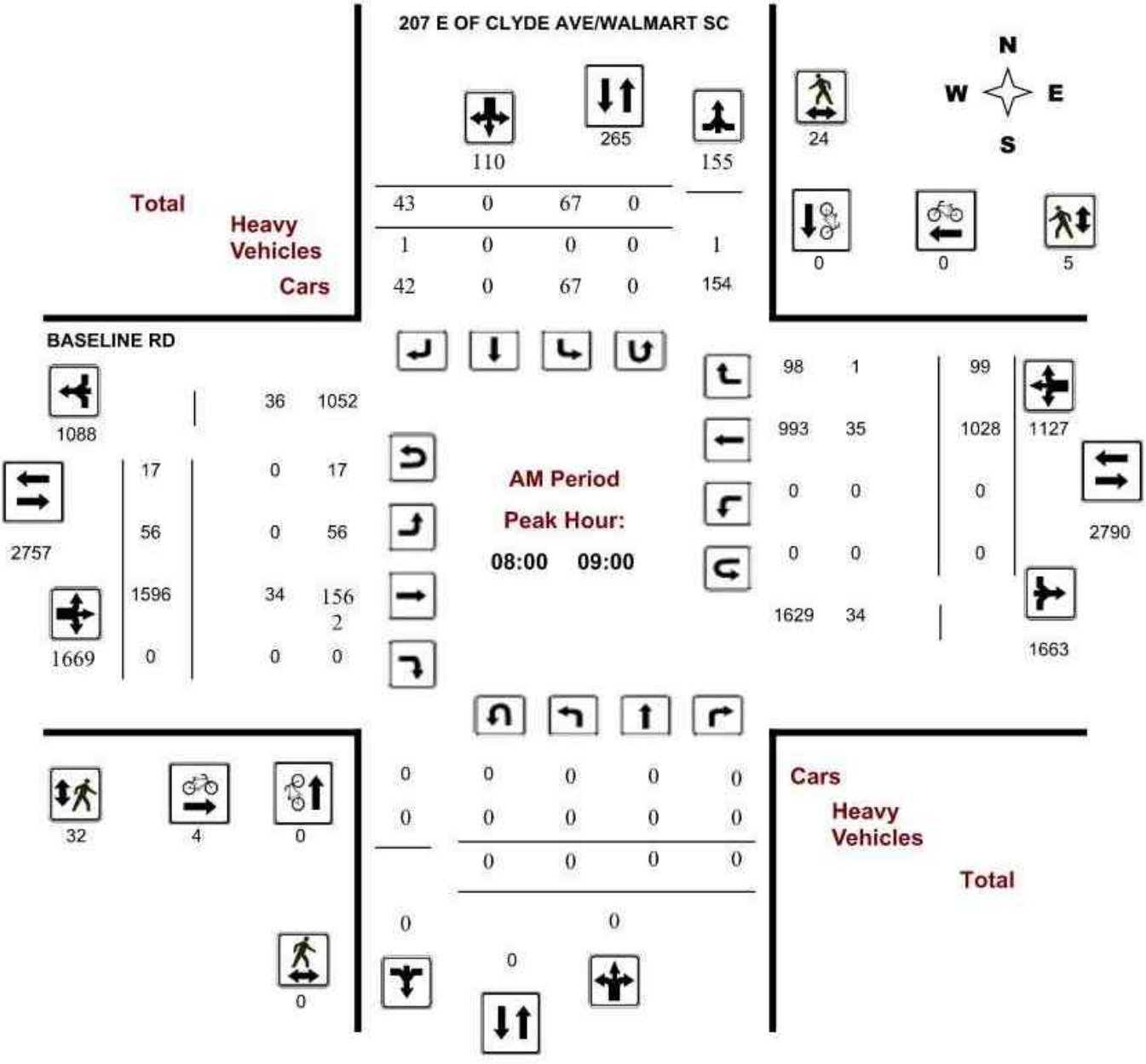
Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024 **WO No:** 42320

Start Time: 07:00 **Device:** Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

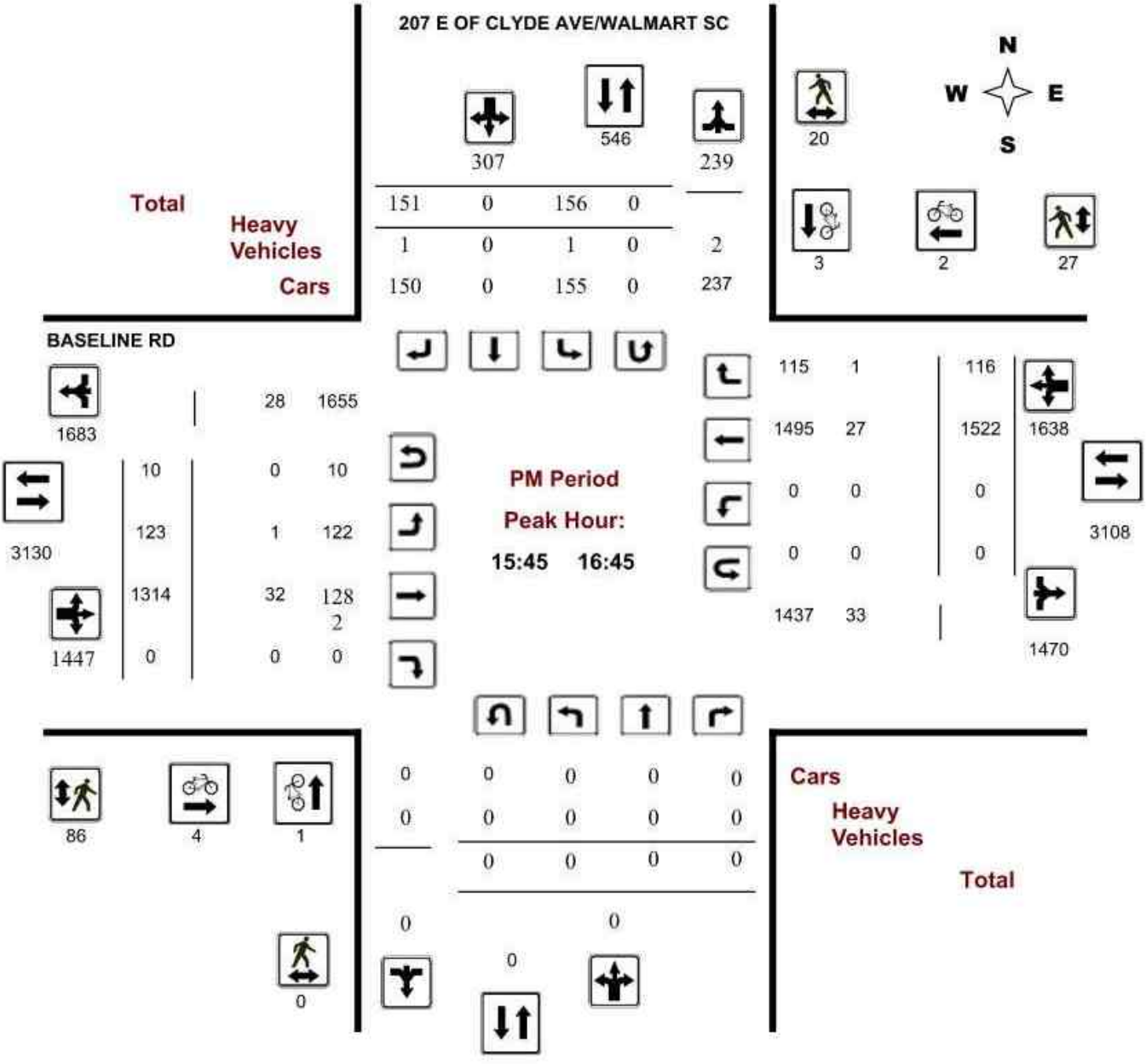
Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024 **WO No:** 42320

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024 **WO No:** 42320

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Thursday, October 24, 2024

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 119 Westbound: 2

AADT Factor

.90

	207 E OF CLYDE AVE/WALMART SC									BASELINE RD									
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	0	0	0	**0**	40	0	44	**84**	**84**	48	1212	0	**1260**	0	818	58	**876**	**2136**	**2220**
08:00 09:00	0	0	0	**0**	67	0	43	**110**	**110**	56	1596	0	**1652**	0	1028	99	**1127**	**2779**	**2889**
09:00 10:00	0	0	0	**0**	87	0	89	**176**	**176**	89	1037	0	**1126**	0	937	121	**1058**	**2184**	**2360**
11:30 12:30	0	0	0	**0**	128	0	141	**269**	**269**	120	1034	0	**1154**	0	950	158	**1108**	**2262**	**2531**
12:30 13:30	0	0	0	**0**	157	0	168	**325**	**325**	129	1130	0	**1259**	0	917	154	**1071**	**2330**	**2655**
15:00 16:00	0	0	0	**0**	141	0	156	**297**	**297**	109	1185	0	**1294**	0	1467	132	**1599**	**2893**	**3190**
16:00 17:00	0	0	0	**0**	155	0	148	**303**	**303**	107	1257	0	**1364**	0	1511	132	**1643**	**3007**	**3310**
17:00 18:00	0	0	0	**0**	178	0	177	**355**	**355**	104	1204	0	**1308**	0	1457	159	**1616**	**2924**	**3279**
Sub Total	0	0	0	**0**	953	0	966	**1919**	**1919**	762	9655	0	**10417**	0	9085	1013	**10098**	**20515**	**22434**
U Turns				**0**				**0**	**0**				**119**				**2**	**121**	**121**
Total	0	0	0	**0**	953	0	966	**1919**	**1919**	762	9655	0	**10536**	0	9085	1013	**10100**	**20636**	**22555**
EQ 12Hr	0	0	0	**0**	1325	0	1343	**2667**	**2667**	1059	13420	0	**14645**	0	12628	1408	**14039**	**28684**	**31351**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	0	0	0	**0**	1192	0	1583	**2400**	**2400**	953	12078	0	**13180**	0	11365	1267	**12635**	**25816**	**28216**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**.90**					
AVG 24Hr	0	0	0	**0**	1562	0	2074	**3144**	**3144**	1248	15822	0	**17266**	0	14888	1660	**16552**	**33819**	**36963**
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.														**1.31**					

Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.

APPENDIX E

Collision Records

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Traffic Control: Traffic signal **Total Collisions:** 16

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Feb-05, Tue,18:48	Clear	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Aug-20, Tue,06:53	Clear	Turning movement	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Aug-30, Fri,07:55	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Changing lanes	Automobile, station wagon	Other motor vehicle	
2019-Sep-19, Thu,16:38	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-07, Thu,12:15	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Passenger van	Other motor vehicle	
2019-Nov-12, Tue,12:15	Clear	SMV other	Non-fatal injury	Wet	South	Turning left	Passenger van	Pedestrian	1
2020-Feb-05, Wed,17:35	Clear	Sideswipe	P.D. only	Wet	East	Unknown	Unknown	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2020-Feb-19, Wed,10:06	Clear	SMV other	Non-fatal injury	Wet	South	Turning left	Passenger van	Pedestrian	1
2020-Dec-20, Sun,11:31	Snow	SMV other	Non-fatal injury	Slush	West	Turning right	Pick-up truck	Pedestrian	1
2021-Apr-07, Wed,19:16	Clear	Angle	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2021-Jul-28, Wed,13:21	Clear	SMV other	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Pedestrian	2
2022-Aug-03, Wed,20:57	Clear	Turning movement	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Sep-15, Thu,13:51	Clear	Turning movement	Non-fatal injury	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Turning left	Pick-up truck	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Traffic Control: Traffic signal **Total Collisions:** 16

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2022-Nov-12, Sat,07:55	Clear	Angle	P.D. only	Wet	South	Turning left	Passenger van	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Dec-08, Sun,14:00	Clear	Rear end	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Unknown	Other motor vehicle	
2024-Dec-13, Fri,07:41	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Delivery van	Other motor vehicle	

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal **Total Collisions:** 123

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jan-17, Thu,11:00	Clear	Rear end	P.D. only	Packed snow	South	Slowing or stopping	Passenger van	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jan-20, Sun,20:05	Snow	Rear end	P.D. only	Packed snow	West	Unknown	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Feb-07, Thu,21:05	Freezing Rain	Rear end	Non-fatal injury	Wet	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Feb-11, Mon,07:06	Clear	Other	Non-fatal injury	Dry	South	Reversing	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Feb-15, Fri,21:27	Clear	Angle	P.D. only	Loose snow	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Feb-22, Fri,13:14	Clear	Rear end	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal **Total Collisions:** 123

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Mar-03, Sun,14:35	Clear	Rear end	Non-fatal injury	Dry	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-May-21, Tue,01:18	Clear	SMV other	P.D. only	Dry	West	Turning right	Motorcycle	Skidding/sliding	0
2019-May-22, Wed,07:30	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Jun-02, Sun,13:10	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Jun-19, Wed,17:30	Clear	Rear end	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Jul-04, Thu,14:41	Clear	Angle	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-10, Wed,08:30	Clear	Sideswipe	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Truck - closed	Other motor vehicle	
2019-Jul-26, Fri,14:31	Clear	Angle	P.D. only	Dry	West	Turning right	Truck - open	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Aug-01, Thu,00:29	Clear	Other	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Pole (utility, power)	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Aug-16, Fri,07:50	Clear	Turning movement	P.D. only	Dry	West	Turning right	Unknown	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Aug-28, Wed,16:30	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Aug-29, Thu,18:15	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	

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From: January 1, 2019 **To:** December 31, 2024

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal **Total Collisions:** 123

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Sep-01, Sun,14:10	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2019-Sep-04, Wed,15:34	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-23, Mon,16:00	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Sep-25, Wed,15:52	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-25, Fri,19:21	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-11, Mon,20:14	Snow	Angle	P.D. only	Loose snow	West	Turning right	Unknown	Other motor vehicle	0
					South	Making "U" turn	Automobile, station wagon	Other motor vehicle	
2019-Nov-14, Thu,14:50	Clear	Sideswipe	P.D. only	Wet	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-27, Wed,16:30	Rain	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2019-Dec-17, Tue,13:20	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Feb-04, Tue,14:20	Snow	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Feb-08, Sat,11:35	Clear	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	

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From: January 1, 2019 **To:** December 31, 2024

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal **Total Collisions:** 123

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Feb-08, Sat,16:29	Clear	Rear end	P.D. only	Packed snow	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Feb-21, Fri,19:55	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Passenger van	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Mar-02, Mon,06:36	Clear	Sideswipe	P.D. only	Slush	West	Unknown	Unknown	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2020-Mar-10, Tue,19:15	Clear	Angle	Non-fatal injury	Wet	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-May-03, Sun,18:07	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-May-29, Fri,16:00	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Passenger van	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Jun-10, Wed,04:22	Clear	Angle	Non-fatal injury	Dry	South	Going ahead	Passenger van	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jun-25, Thu,15:24	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Jul-26, Sun,13:50	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Aug-04, Tue,10:15	Rain	Rear end	P.D. only	Wet	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2020-Aug-12, Wed,22:42	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
					North	Stopped	Pick-up truck	Other motor vehicle	

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Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal **Total Collisions:** 123

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Aug-15, Sat,15:11	Clear	Angle	P.D. only	Dry	South	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Aug-20, Thu,10:18	Clear	Angle	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2020-Aug-21, Fri,18:36	Clear	Turning movement	Non-fatal injury	Dry	East	Turning left	Municipal transit bus	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2020-Aug-31, Mon,08:06	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Nov-08, Sun,17:51	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2020-Nov-10, Tue,13:10	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Nov-25, Wed,11:15	Snow	Rear end	P.D. only	Loose snow	East	Turning left	Pick-up truck	Other motor vehicle	0
					East	Turning left	Pick-up truck	Other motor vehicle	
2020-Nov-26, Thu,13:00	Clear	Sideswipe	P.D. only	Wet	South	Changing lanes	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Nov-26, Thu,15:37	Rain	Rear end	P.D. only	Wet	North	Going ahead	Passenger van	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
					North	Stopped	Pick-up truck	Other motor vehicle	
2020-Nov-26, Thu,20:37	Fog, mist, smoke, dust	SMV other	Non-fatal injury	Wet	East	Turning right	Passenger van	Pedestrian	1
2020-Dec-07, Mon,17:55	Clear	Other	P.D. only	Dry	East	Reversing	Delivery van	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	

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Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal **Total Collisions:** 123

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Jan-08, Fri,11:15	Clear	Rear end	Non-fatal injury	Dry	North	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Jan-21, Thu,16:30	Snow	Rear end	P.D. only	Loose snow	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Unknown	Unknown	Other motor vehicle	
2021-Jan-26, Tue,17:55	Snow	SMV other	P.D. only	Loose snow	South	Slowing or stopping	Automobile, station wagon	Pole (utility, power)	0
2021-Mar-04, Thu,11:30	Clear	Sideswipe	P.D. only	Dry	South	Unknown	Unknown	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2021-Mar-11, Thu,16:41	Clear	Rear end	Non-fatal injury	Dry	South	Turning left	Unknown	Other motor vehicle	0
					South	Turning left	Pick-up truck	Other motor vehicle	
2021-Mar-20, Sat,17:51	Clear	SMV other	Non-fatal injury	Dry	West	Turning right	Automobile, station wagon	Pedestrian	1
2021-Apr-30, Fri,16:50	Freezing Rain	Rear end	P.D. only	Ice	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Unknown	Pick-up truck	Other motor vehicle	
2021-May-05, Wed,15:50	Clear	Sideswipe	P.D. only	Dry	East	Going ahead	Truck - closed	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2021-May-28, Fri,17:56	Clear	Rear end	Non-fatal injury	Dry	West	Turning right	Unknown	Other motor vehicle	0
					West	Turning right	Passenger van	Other motor vehicle	
					West	Turning right	Pick-up truck	Other motor vehicle	
2021-Jul-06, Tue,10:32	Clear	Rear end	P.D. only	Dry	North	Going ahead	Truck - closed	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Jul-25, Sun,12:48	Clear	Rear end	P.D. only	Dry	South	Unknown	Unknown	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Sep-06, Mon,12:50	Rain	Rear end	P.D. only	Wet	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

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Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal **Total Collisions:** 123

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Oct-17, Sun,14:29	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Oct-22, Fri,20:45	Rain	Turning movement	P.D. only	Wet	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Passenger van	Other motor vehicle	
2021-Oct-30, Sat,10:15	Clear	Rear end	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Oct-30, Sat,19:40	Rain	Angle	P.D. only	Wet	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Dec-16, Thu,09:45	Clear	Rear end	Non-fatal injury	Wet	East	Turning right	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Jan-16, Sun,17:16	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Jan-29, Sat,08:40	Clear	Rear end	P.D. only	Ice	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2022-Feb-12, Sat,10:28	Snow	Rear end	P.D. only	Loose snow	East	Turning left	Unknown	Other motor vehicle	0
					East	Turning left	Pick-up truck	Other motor vehicle	
2022-Feb-12, Sat,11:12	Snow	Rear end	P.D. only	Ice	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Municipal transit bus	Other motor vehicle	
2022-Feb-25, Fri,12:13	Snow	Rear end	Non-fatal injury	Loose snow	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Municipal transit bus	Other motor vehicle	
2022-Mar-31, Thu,13:50	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Unknown	Unknown	Other motor vehicle	

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Traffic Control: Traffic signal **Total Collisions:** 123

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2022-Apr-20, Wed,14:50	Clear	Sideswipe	P.D. only	Dry	South	Going ahead	Truck and trailer	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-May-19, Thu,16:55	Clear	Rear end	Non-fatal injury	Dry	West	Unknown	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-May-28, Sat,11:23	Clear	Rear end	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2022-Jun-18, Sat,19:21	Clear	Angle	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2022-Jun-22, Wed,09:00	Clear	Angle	P.D. only	Dry	West	Turning right	School bus	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2022-Jul-30, Sat,22:36	Clear	Rear end	Non-fatal injury	Dry	North	Unknown	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Aug-11, Thu,09:37	Clear	Angle	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2022-Aug-17, Wed,22:01	Clear	Other	Non-fatal injury	Dry	North	Going ahead	Bicycle	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Cyclist	
2022-Aug-23, Tue,12:25	Clear	Turning movement	P.D. only	Dry	East	Turning right	Pick-up truck	Other motor vehicle	0
					West	Turning left	Pick-up truck	Other motor vehicle	
2022-Sep-01, Thu,19:30	Clear	Sideswipe	P.D. only	Dry	North	Merging	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Sep-23, Fri,11:00	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2022-Oct-09, Sun,02:17	Clear	Sideswipe	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

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Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal **Total Collisions:** 123

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2022-Oct-21, Fri,19:09	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2022-Nov-08, Tue,05:30	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Nov-12, Sat,16:30	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Pick-up truck	Other motor vehicle	
2024-Jan-08, Mon,15:40	Clear	Rear end	P.D. only	Dry	North	Stopped	Pick-up truck	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Jan-12, Fri,05:20	Strong wind	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jan-12, Fri,14:50	Clear	Rear end	P.D. only	Dry	East	Stopped	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jan-22, Mon,17:00	Snow	Turning movement	P.D. only	Packed snow	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2024-Feb-08, Thu,06:30	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Feb-29, Thu,16:00	Clear	Rear end	P.D. only	Dry	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Apr-04, Thu,07:35	Snow	Rear end	P.D. only	Packed snow	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

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2024-Apr-17, Wed,14:00	Clear	Sideswipe	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Changing lanes	Passenger van	Other motor vehicle	
2024-May-16, Thu,05:03	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Jun-06, Thu,14:00	Clear	Sideswipe	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jun-12, Wed,06:18	Clear	Angle	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Jun-17, Mon,06:25	Clear	Angle	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jun-24, Mon,04:45	Clear	Turning movement	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2024-Jul-28, Sun,17:00	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2024-Aug-04, Sun,13:15	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Aug-22, Thu,04:01	Clear	Sideswipe	P.D. only	Dry	East	Stopped	Automobile, station wagon	Other motor vehicle	0
					East	Changing lanes	Automobile, station wagon	Other motor vehicle	
2024-Sep-01, Sun,06:40	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Sep-03, Tue,11:00	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Sep-03, Tue,15:30	Clear	Rear end	P.D. only	Dry	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	

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2024-Sep-10, Tue,15:25	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Sep-13, Fri,10:30	Clear	Rear end	P.D. only	Dry	North	Stopped	Automobile, station wagon	Other motor vehicle	0
					North	Merging	Automobile, station wagon	Other motor vehicle	
2024-Sep-25, Wed,17:17	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Sep-27, Fri,08:00	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Oct-20, Sun,21:48	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Oct-26, Sat,18:41	Clear	Turning movement	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2024-Nov-01, Fri,07:03	Rain	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Nov-15, Fri,19:40	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Nov-21, Thu,07:15	Rain	SMV unattended vehicle	P.D. only	Wet	North	Going ahead	Passenger van	Unattended vehicle	0
					North	Parked	Tow truck	Other motor vehicle	
2024-Nov-21, Thu,10:10	Rain	Sideswipe	P.D. only	Wet	South	Merging	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Nov-23, Sat,09:25	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	

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2024-Dec-18, Wed,08:50	Clear	Rear end	P.D. only	Wet	North	Merging	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Dec-20, Fri,09:31	Snow	Turning movement	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2024-Dec-24, Tue,04:02	Snow	Rear end	P.D. only	Ice	East	Stopped	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Dec-30, Mon,12:45	Clear	Rear end	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC

Traffic Control: No control **Total Collisions:** 11

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Nov-13, Wed,14:54	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-20, Wed,16:16	Clear	Rear end	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Dec-10, Tue,16:00	Clear	Rear end	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Dec-13, Fri,16:58	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle	0
					West	Changing lanes	Automobile, station wagon	Other motor vehicle	
2020-Feb-24, Mon,07:05	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2020-Mar-10, Tue,08:15	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2020-Mar-26, Thu,06:37	Clear	SMV other	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Pole (utility, power)	0
2020-May-30, Sat,12:00	Clear	Angle	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2024-Nov-04, Mon,17:15	Rain	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Nov-17, Sun,12:45	Clear	Other	P.D. only	Dry	North	Stopped	Automobile, station wagon	Other motor vehicle	0
					East	Reversing	Automobile, station wagon	Other motor vehicle	
2024-Nov-27, Wed,16:37	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

APPENDIX F

Baseline Road BRT Functional Design

TITLE FRAME: 790mm x 534mm City of Ottawa 2008
Plot Date: 3/1/2021 10:01:14 AM
Last Saved: 3/11/2020 10:36:19 AM
Consultant's Information: I:\HSO\476444000\DWGS\01-Detailed Design\\SD17-5166-10-PVMK-26.Dgn

BASELINE TRANSITWAY
BASELINE STATION TO HERON STATION

PAVEMENT MARKINGS 26
BASELINE ROAD
STA. 6+450 TO STA. 6+600
(FOR INFORMATION ONLY)

A. C. GONTHIER, P.Eng. *Director*	CHRIS OGILVIE, C.E.T. *Project Manager*

PARSONS

Ottawa

Contract No.	Dwg. No.
CP000147	626

Sheet of

Asset No.

Asset Group

Des. MMR	Chk'd. MK
Dwn. MMR	Chk'd. MK
Utility Circ. No.	Index No.

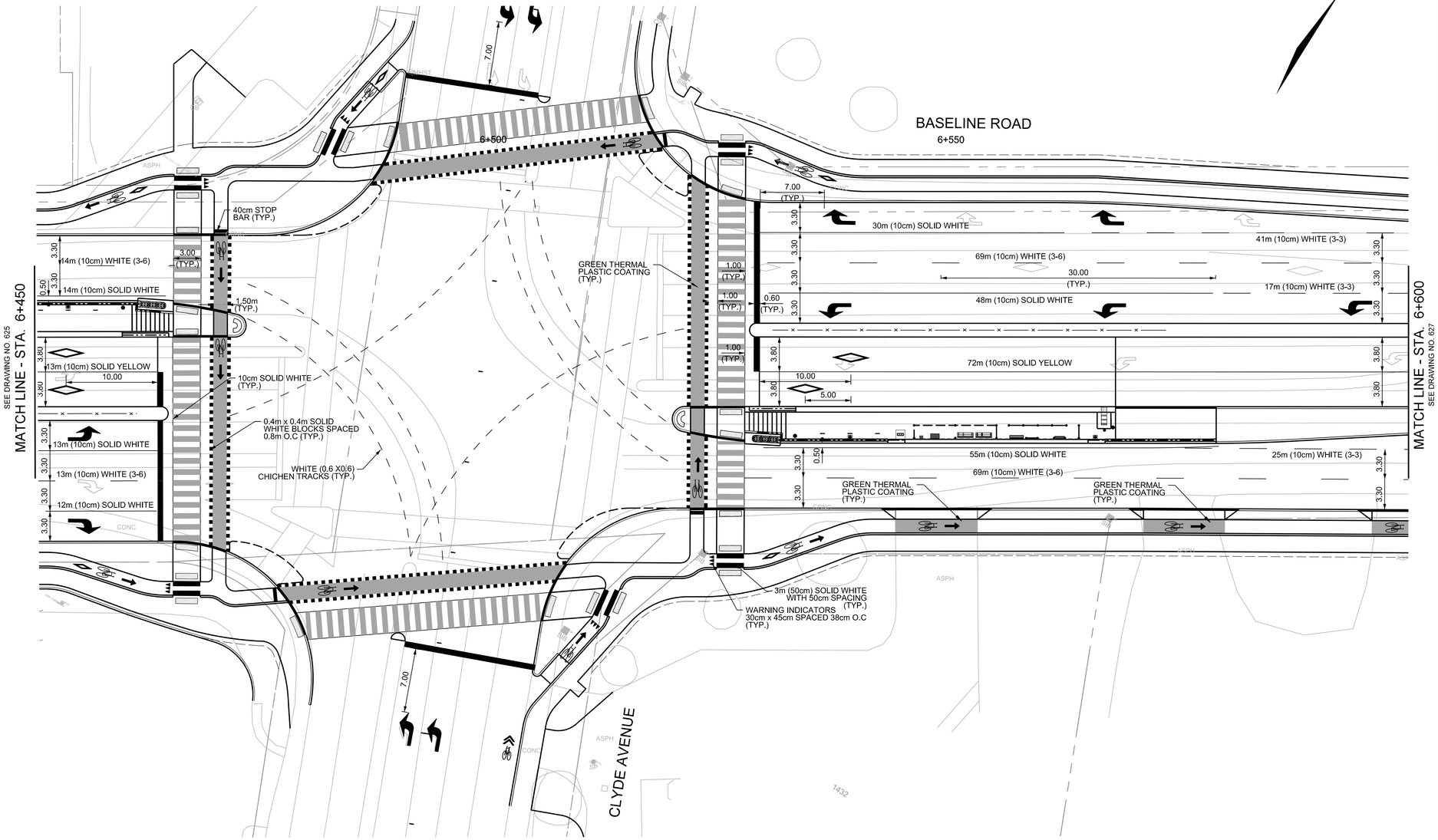
Const. Inspector

Scale: HORIZONTAL
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NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned, The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

REVISIONS

No.	Description	By	Date (dd/mm/yy)
1	ISSUED FOR PRELIMINARY DESIGN CIRCULATION	MK	19/07/19
2	REVISED AS PER PRELIMINARY DESIGN CIRCULATION	MK	25/10/19
3	ISSUED FOR MUNICIPAL CONSENT	MK	14/02/20
4	ISSUED FOR FINAL ACCEPTANCE	MK	31/03/20
5	RE-ISSUED FOR FINAL ACCEPTANCE	MK	26/02/21



NOT FOR CONSTRUCTION
March 31,2020

TITLE FRAME: 790mm x 534mm City of Ottawa 2008

Plot Date: 3/1/2021 10:01:15 AM
Last Saved: 11/28/2019 3:07:07 PM
Consultant's Information: H:\8SO\476444\4000\DWGS\01-Detailed Design\ISD17-5168-10-PVMK-27.Dgn

BASELINE TRANSITWAY
BASELINE STATION TO HERON STATION

PAVEMENT MARKINGS 27
BASELINE ROAD
STA. 6+600 TO STA. 6+750
(FOR INFORMATION ONLY)

A. C. GONTHIER, P.Eng. *Director*	CHRIS OGILVIE, C.E.T. *Project Manager*

PARSONS

Ottawa

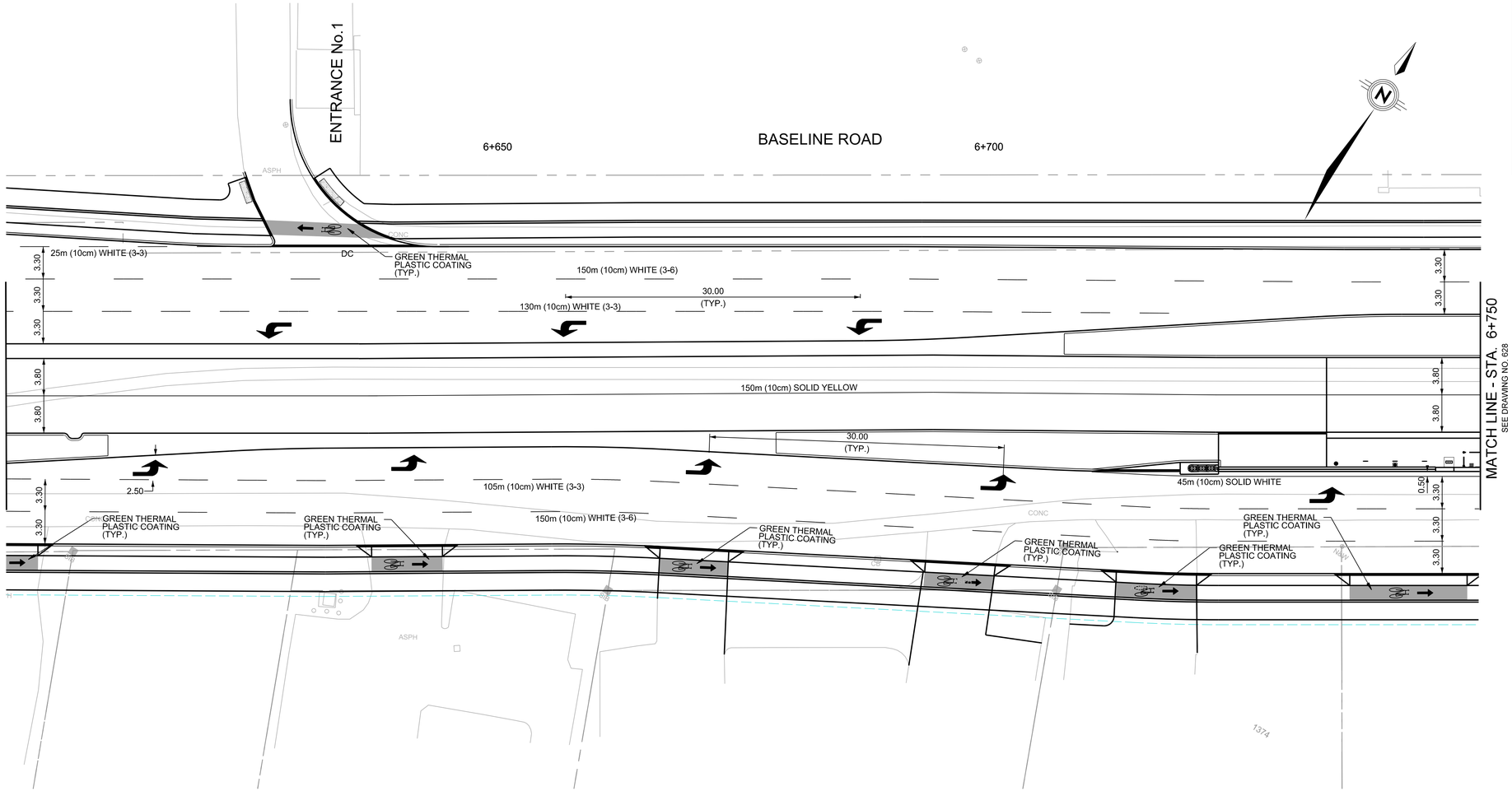
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Des. MMR	Chk'd. MK
Dwn. MMR	Chk'd. MK
Utility Circ. No.	Index No.
Const. Inspector	

Scale: HORIZONTAL
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REVISIONS

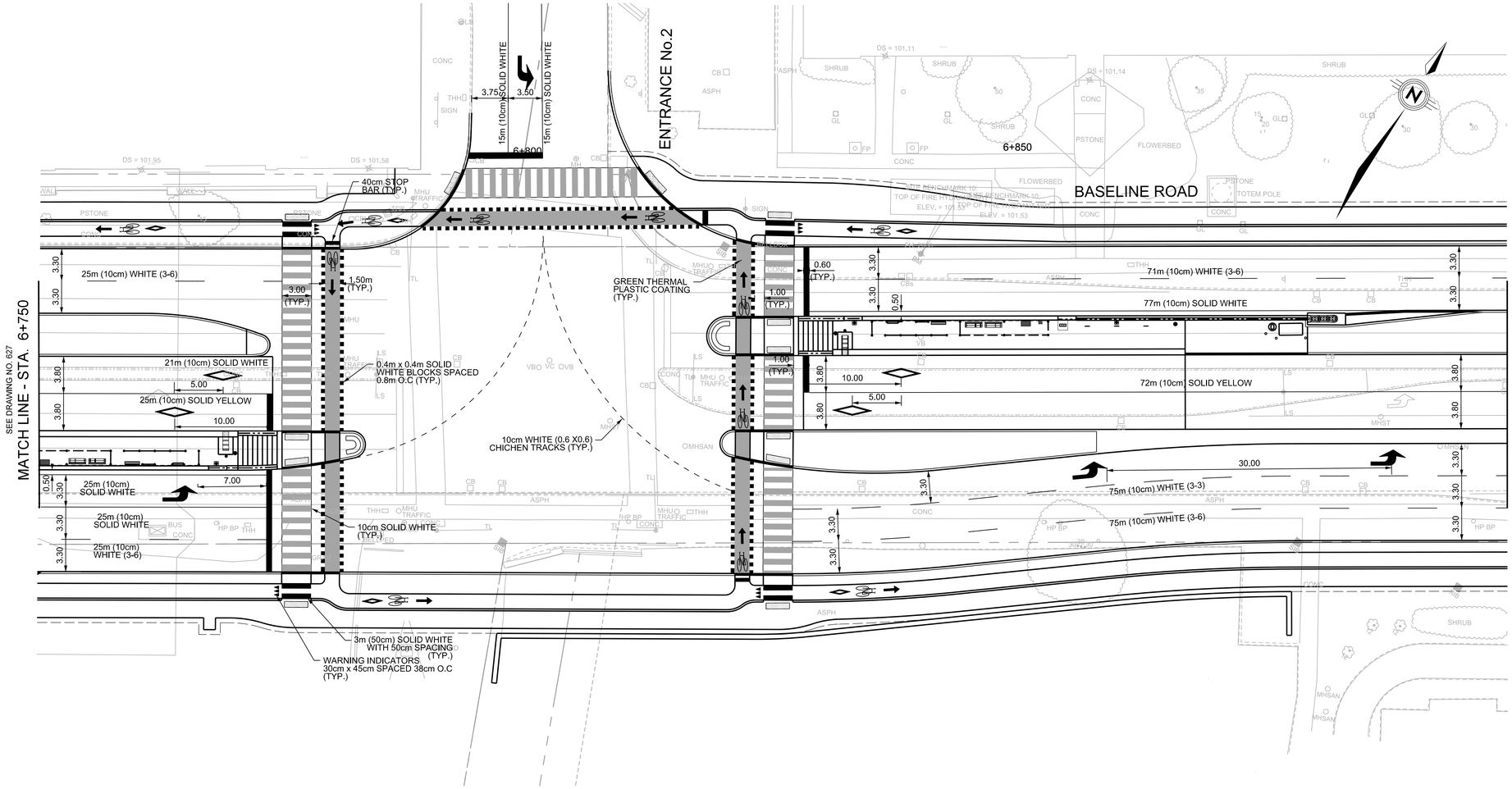
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1	ISSUED FOR PRELIMINARY DESIGN CIRCULATION	MK	19/07/19
2	REVISED AS PER PRELIMINARY DESIGN CIRCULATION	MK	25/10/19
3	ISSUED FOR MUNICIPAL CONSENT	MK	14/02/20
4	ISSUED FOR FINAL ACCEPTANCE	MK	31/03/20
5	RE-ISSUED FOR FINAL ACCEPTANCE	MK	26/02/21



NOT FOR CONSTRUCTION
March 31,2020

TITLE FRAME: 790mm x 534mm City of Ottawa 2008

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Last Saved: 3/12/2020 8:17:26 AM
Consultant's Information: D:\SO\476444\4000\DWGS\03-Detailed Design - Revised\SD17-5166-10-PVMK-28.Dgn



BASELINE TRANSITWAY
BASELINE STATION TO HERON STATION

PAVEMENT MARKINGS 28
BASELINE ROAD
STA. 6+750 TO STA. 6+900
(FOR INFORMATION ONLY)

A. C. GONTHIER, P.Eng.	CHRIS OGILVIE, C.E.T.
Director	*Project Manager*

PARSONS

Ottawa

Contract No.	Dwg. No.
CP000147	628

Sheet of

Asset No.

Asset Group

Des.	Chk'd.
MMR	MK
Dwn.	Chk'd.
MMR	MK
Utility Circ. No.	Index No.

Const. Inspector

Scale: HORIZONTAL
0m 2.5 5 10

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REVISIONS

No.	Description	By	Date (dd/mm/yy)
1	ISSUED FOR PRELIMINARY DESIGN CIRCULATION	MK	19/07/19
2	REVISED AS PER PRELIMINARY DESIGN CIRCULATION	MK	25/10/19
3	ISSUED FOR MUNICIPAL CONSENT	MK	14/02/20
4	ISSUED FOR FINAL ACCEPTANCE	MK	31/03/20
5	RE-ISSUED FOR FINAL ACCEPTANCE	MK	26/02/21

NOT FOR CONSTRUCTION
March 31,2020

TITLE FRAME: 790mm x 534mm City of Ottawa 2008

Plot Date: 3/1/2021 10:01:16 AM

Last Saved: 2/28/2020 10:47:31 AM

Consultant's Information: D:\ISO\476444400\DWGS\03-Detailed Design - Revised\ISD17-5166-10-PVMK-29.Dgn

BASELINE TRANSITWAY
BASELINE STATION TO HERON STATION

PAVEMENT MARKINGS 29
BASELINE ROAD
STA. 6+900 TO STA. 7+050
(FOR INFORMATION ONLY)

A. C. GONTHIER, P.Eng.	CHRIS OGILVIE, C.E.T.
Director	*Project Manager*

PARSONS

Ottawa

Contract No.	Dwg. No.
CP000147	629

Sheet of

Asset No.

Asset Group

Des.	Chk'd.
MMR	MK
Dwn.	Chk'd.
MMR	MK
Utility Circ. No.	Index No.

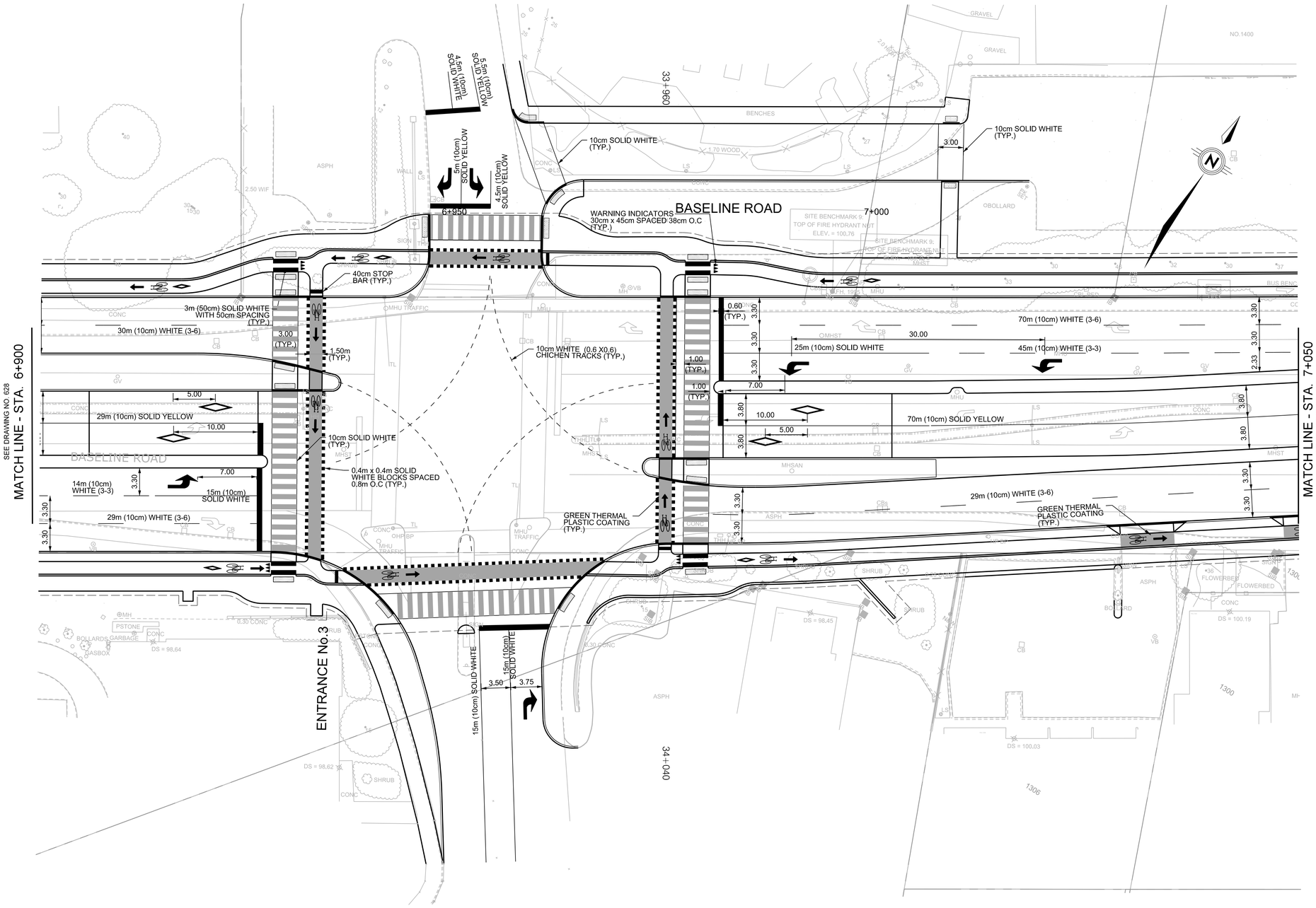
Const. Inspector

Scale: HORIZONTAL
0m 2.5 5 10

NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned, The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

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5	RE-ISSUED FOR FINAL ACCEPTANCE	MK	26/02/21



NOT FOR CONSTRUCTION
March 31,2020

APPENDIX G

New Public Roadway Figures

LEGEND

- PROPERTY LINE
- PROPOSED CURB
- DC — PROPOSED DEPRESSED CURB
- FC — PROPOSED FLUSH CURB
- PROPOSED RETAINING WALL C/W GUARD RAIL
- PROPOSED WALKWAY
- TACTILE WALKING SURFACE INDICATOR (TWSI) PER CITY DETAIL SC7.3
- PROPOSED CAP
- PROPOSED SANITARY SERVICE c/w MANHOLE
- PROPOSED STORM SEWER AND MANHOLE
- PROPOSED OGS UNIT
- PROPOSED CATCHBASIN MANHOLE
- PROPOSED CATCHBASIN
- PROPOSED LANDSCAPE DRAIN
- PROPOSED AREA DRAIN
- PROPOSED TRENCH DRAIN
- ICD — PROPOSED INLET CONTROL DEVICE
- PROPOSED SIAMESE CONNECTION

- PROPOSED WATER SERVICE
- PROPOSED TEST PORT
- PROPOSED HYDRANT c/w LEAD & VALVE
- V&VB — PROPOSED VALVE AND VALVE BOX
- PROPOSED WATER METER
- PROPOSED REMOTE WATER METER
- PROPOSED BUILDING ENTRANCE
- DIRECTION OF FLOW
- BOREHOLE LOCATION (REFER TO GEOTECH REPORT)
- ASPHALT REINSTATEMENT AREA
- *EXISTING UTILITY POLE C/W GUY WIRES*
- V&VC — *EXISTING WATERMAIN C/W VALVE & VALVE CHAMBER*
- *EXISTING HYDRANT C/W VALVE & LEAD*
- SAN MH — *EXISTING SANITARY MANHOLE & SEWER*
- STM MH — *EXISTING STORM MANHOLE & SEWER*
- CB 1 — *EXISTING CATCHBASIN*

- G — G — *EXISTING GAS MAIN*
- H — H — *EXISTING HYDRO LINE*
- B — B — *EXISTING BELL LINE*
- TEL — TEL — *EXISTING TELECOMMUNICATIONS LINE*
- T — T — *EXISTING TRAFFIC LINE*
- H — H — *EXISTING HYDRO*
- SL — SL — *EXISTING STREETLIGHT LINE*
- R — R — *EXISTING ROGERS LINE*
- *EXISTING STREETLIGHT*
- *EXISTING PARKING LOT SIGNAGE*

NOTE:
1. ALL SERVICE CONNECTIONS AND CATCHBASIN CONNECTIONS TO BE MADE PER CITY OF OTTAWA DETAIL S11 AND S11.2
2. BACKWATER VALVES TO BE PROVIDED ON ALL STORM AND SANITARY LATERALS AS PER CITY OF OTTAWA DETAILS S14, S14.1, AND S14.2. DOWNSTREAM OF ANY GRAVITY OUTLET FROM THE BUILDING. REFER TO MECHANICAL PLANS FOR DETAIL
4. ALL FLOWS FROM THE UNDERGROUND PARKING GARAGE ARE TO BE PUMPED TO THE PROPOSED SANITARY SERVICE (TYP.)
5. PROPOSED SERVICES TO BE SLEEVED THROUGH FOUNDATION WALL. FOUNDATION DRAINS TO BE PUMPED TO STORM SERVICE.
6. REFER TO MECHANICAL DRAWINGS FOR FURTHER DETAILS ON INTERNAL PLUMBING (TYP.)
7. PROPOSED AREA DRAINS, AND TRENCH DRAINS ARE TO BE CONVEYED TO THE PROPOSED CISTERNS VIA THE INTERNAL PLUMBING, REFER TO THE MECHANICAL DRAWINGS FOR DETAILS
8. AREA DRAIN LOCATIONS AND ELEVATIONS TO BE FINALIZED AT DETAILED DESIGN.

NORTH

KEY PLAN
N.T.S.
SITE LOCATION

STARWOOD ROAD
CLYDE AVENUE
MERIVALE ROAD
COMMERCIAL - MIXED USE
BUILDING E PHASE 6 285 UNITS 30 STOREY TOWER
BUILDING E PHASE 5 385 UNITS 35 STOREY TOWER
9 STOREY
PARK 6315 m²
BUILDING D PHASE 4 312 UNITS 35 STOREY TOWER
9 STOREY
2 STOREY PARKING
BUILDING C PHASE 3 403 UNITS 30 STOREY TOWER
6 STOREY
BUILDING G PHASE 9 288 UNITS 30 STOREY TOWER
BUILDING A PHASE 1 10 STOREY MIDRISE FF= VARIES
FFE=95.55
FFE=94.45
FFE=94.45
PHASE 1 UNDERGROUND PARKING
PHASE 2 UNDERGROUND PARKING
PHASE 3 UNDERGROUND PARKING
PHASE 4 UNDERGROUND PARKING
PHASE 5 UNDERGROUND PARKING
PHASE 6 UNDERGROUND PARKING
PHASE 9 UNDERGROUND PARKING
CONCRETE PARKING
TRENCH DRAIN T/G=93.61
HYD T/F=97.19
HYD T/F=95.98
HYD T/F=94.95
HYD T/F=95.91
HYD T/F=94.36
100mm PVC SAN HYDRO GUARD H-G4 CHAMBER AS PER CITY OF OTTAWA DETAIL W3.2
200mmø WM
150mmø WM
50mmØ COPPER PIPE CAPPED 1.0m FROM PARK METER CHAMBER T/W=94.18
PARK METER CHAMBER PER W31.1
REINSTATE DISTURBED TRENCH TO ORIGINAL CONDITION
LIMIT OF CONSTRUCTION
CONNECTION TO EXISTING 300mm WATERMAIN BY CITY FORCES. EXCAVATION, BACKFILLING AND REINSTATEMENT BY CONTRACTOR
RELOCATE EXISTING CB OUTSIDE OF THE PROPOSED ENTRANCE. ANY EXISTING INLET CONTROL DEVICES TO BE MAINTAINED
CONNECT TO EXISTING
CONNECT TO EXISTING 900mm STORM AT SPRINGLINE. 200mm CB LEAD INV=92.60 900mm STM INV=92.17
REFER TO121009-NDGP FOR ADDITIONAL NOTES & DETAILS

NOTE:
THE POSITION OF ALL POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

CLARIDGE HOMES
505 PRESTON STREET,
2ND FLOOR
OTTAWA , ONTARIO
K1S 4N7

CLARIDGE HOMES

NOT FOR CONSTRUCTION

No.	REVISION	DATE	BY
6.	SUBMITTED IN SUPPORT OF STREET 1 DESIGN	SEP 10/2026	GJM
5.	SPA RESUBMISSION - PUBLIC ROAD UPDATES	JULY 15/2026	GJM
4.	REVISED PER CITY COMMENTS	SEPT 27/2024	GJM
3.	REISSUED PHASE 1 ONLY	OCT 27/2023	GJM
2.	REVISED AND ISSUED FOR CITY APPROVAL	DEC 09/2022	GJM
1.	ISSUED FOR SITE PLAN SUBMISSION	SEPT 03/2021	JAG

SCALE 1:400
1:400
0 4 8 12 16

DESIGN ARM
CHECKED GJM
DRAWN CJF/ARM
CHECKED ARM
APPROVED GJM

LICENSED PROFESSIONAL ENGINEER
G.J. MacDONALD
Sept. 10, 2026
PROVINCE OF ONTARIO

NOVATECH
Engineers, Planners & Landscape Architects
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario, Canada K2M 1P6
Telephone (613) 254-9643
Facsimile (613) 254-5867
Website www.novatech-eng.com

LOCATION
1500 MERIVALE
1500 MERIVALE, CITY OF OTTAWA

DRAWING NAME
GENERAL PLAN OF SERVICES (EAST)

PROJECT No. 121009
REV. REV#6
DRAWING No. 121009-GP1

CITY FILE No.D07-12-21-0152
CITY PLAN No. 18612

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LEGEND

- PROPERTY LINE
- PROPOSED CURB
- DC — PROPOSED DEPRESSED CURB
- FC — PROPOSED FLUSH CURB
- PROPOSED RETAINING WALL C/W GUARD RAIL
- PROPOSED WALKWAY
- TACTILE WALKING SURFACE INDICATOR (TWSI) PER CITY DETAIL SC7.3
- PROPOSED CAP
- PROPOSED SANITARY SERVICE c/w MANHOLE
- PROPOSED STORM SEWER AND MANHOLE
- PROPOSED OGS UNIT
- PROPOSED CATCHBASIN MANHOLE
- PROPOSED CATCHBASIN
- PROPOSED LANDSCAPE DRAIN
- PROPOSED AREA DRAIN
- PROPOSED TRENCH DRAIN
- ICD — PROPOSED INLET CONTROL DEVICE
- PROPOSED SIAMESE CONNECTION

- PROPOSED WATER SERVICE
- PROPOSED TEST PORT
- PROPOSED HYDRANT c/w LEAD & VALVE
- V&VB — PROPOSED VALVE AND VALVE BOX
- PROPOSED WATER METER
- PROPOSED REMOTE WATER METER
- PROPOSED BUILDING ENTRANCE
- DIRECTION OF FLOW
- BOREHOLE LOCATION (REFER TO GEOTECH REPORT)
- ASPHALT REINSTATEMENT AREA
- *EXISTING UTILITY POLE C/W GUY WIRES*
- V&VC — *EXISTING WATERMAIN C/W VALVE & VALVE CHAMBER*
- *EXISTING HYDRANT C/W VALVE & LEAD*
- SAN MH — *EXISTING SANITARY MANHOLE & SEWER*
- STM MH — *EXISTING STORM MANHOLE & SEWER*
- CB 1 — *EXISTING CATCHBASIN*

- *EXISTING GAS MAIN*
- *EXISTING HYDRO LINE*
- *EXISTING BELL LINE*
- *EXISTING TELECOMMUNICATIONS LINE*
- *EXISTING TRAFFIC LINE*
- *EXISTING HYDRO*
- *EXISTING STREETLIGHT LINE*
- *EXISTING ROGERS LINE*
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- *EXISTING PARKING LOT SIGNAGE*

NOTE:
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8. AREA DRAIN LOCATIONS AND ELEVATIONS TO BE FINILIZED AT DETAILED DESIGN.

NORTH

KEY PLAN
N.T.S.
SITE LOCATION

CONNECTION TO EXISTING 400mm WATERMAIN BY CITY FORCES. EXCAVATION, BACKFILLING AND REINSTATEMENT BY CONTRACTOR

CONNECTION TO EXISTING 400mm WATERMAIN BY CITY FORCES. EXCAVATION, BACKFILLING AND REINSTATEMENT BY CONTRACTOR

CONNECT TO EXISTING

EXISTING WATER SERVICE TO BE BLANKED AT THE MAIN. EXCAVATION AND REINSTATEMENT BY CONTRACTOR. MAIN TO BE BLANKED BY CITY FORCES.

BUILDING F PHASE 8 64 UNITS 9 STOREY MIDRISE

BUILDING E PHASE 7 371 UNITS 40 STOREY TOWER

BUILDING E PHASE 6 285 UNITS 30 STOREY TOWER

BUILDING D PHASE 4 312 UNITS 35 STOREY TOWER

BUILDING B PHASE 2 9 STOREY MIDRISE

6 STOREY

2 STOREY

CISTERN 1

CISTERN 2

ELVIDE AVENUE

ASPHALT

REFER TO121009-NDGP FOR ADDITIONAL NOTES & DETAILS

NOTE:
THE POSITION OF ALL POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

CLARIDGE HOMES
505 PRESTON STREET,
2ND FLOOR
OTTAWA , ONTARIO
K1S 4N7

NOT FOR CONSTRUCTION

No.	REVISION	DATE	BY
6.	SUBMITTED IN SUPPORT OF STREET 1 DESIGN	SEP 10/2026	GJM
5.	SPA RESUBMISSION - PUBLIC ROAD UPDATES	JULY 15/2026	GJM
4.	REVISED PER CITY COMMENTS	SEPT 27/2024	GJM
3.	REISSUED PHASE 1 ONLY	OCT 27/2023	GJM
2.	REVISED AND ISSUED FOR CITY APPROVAL	DEC 09/2022	GJM
1.	**ISSUED FOR SITE PLAN SUBMISSION**	**SEPT 03/2021**	**JAG**

SCALE 1:400
1:400
0 4 8 12 16

DESIGN ARM
CHECKED GJM
DRAWN CJF/ARM
CHECKED ARM
APPROVED GJM

LICENSED PROFESSIONAL ENGINEER
G.J. MacDONALD
Sept. 10, 2026
PROVINCE OF ONTARIO

NOVATECH
Engineers, Planners & Landscape Architects
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario, Canada K2M 1P6
Telephone (613) 254-9643
Facsimile (613) 254-5867
Website www.novatech-eng.com

LOCATION
1500 MERIVALE
1500 MERIVALE, CITY OF OTTAWA

DRAWING NAME
GENERAL PLAN OF SERVICES (WEST)

PROJECT No. 121009
REV REV#6
DRAWING No. 121009-GP2

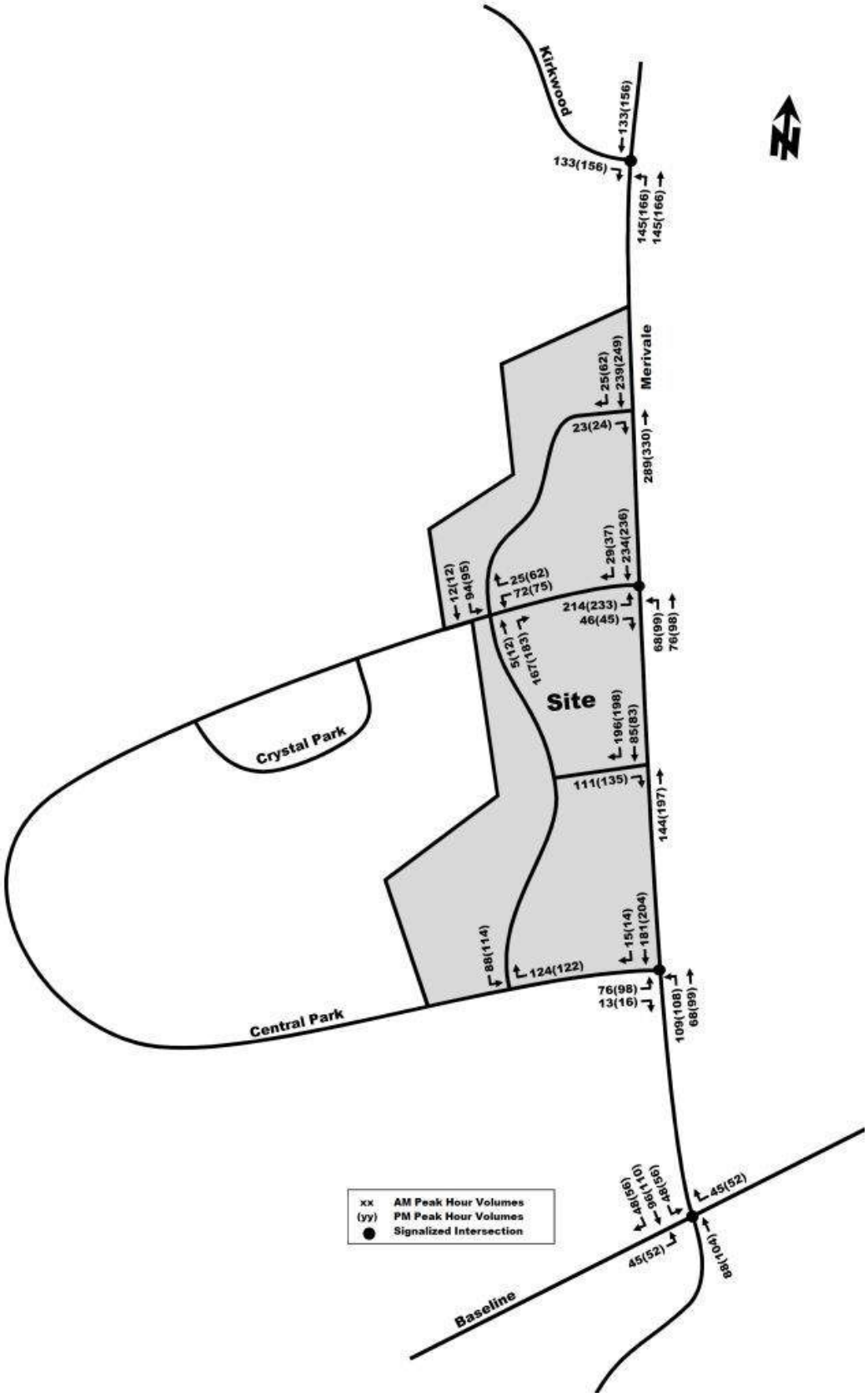
CITY FILE No.D07-12-21-0152
CITY PLAN No. 18612

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APPENDIX H

Other Area Developments

Figure 6: 'New' Site-Generated Traffic Volumes

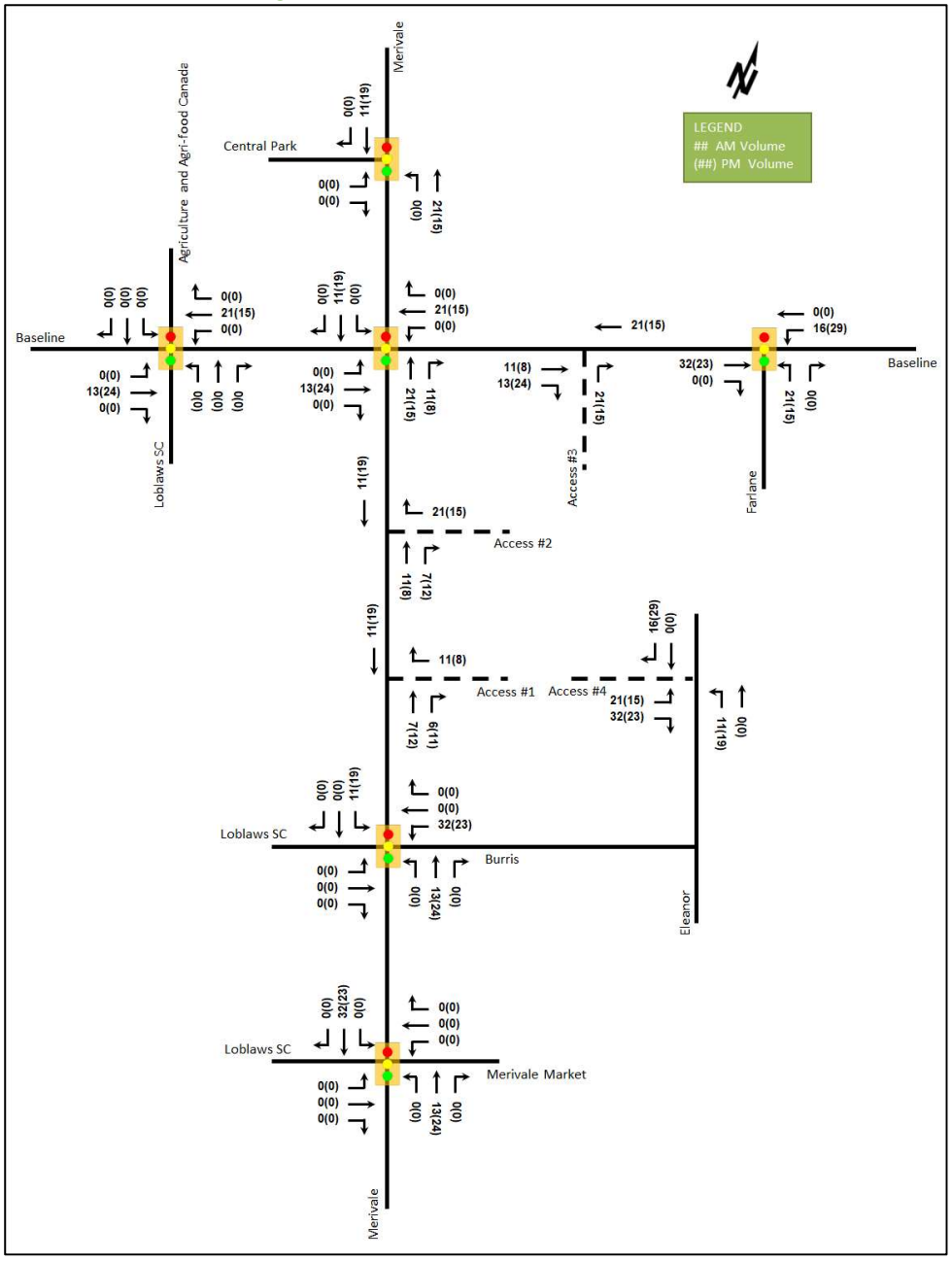


proportional assignment to the study area roadways, and Figure 13 illustrates the new site-generated volumes and Figure 14 illustrate the pass-by volumes.

Table 17: Trip Assignment

To/From	Inbound Via	Outbound Via
North	20% Merivale Rd (N), 10% Baseline Rd (E)	20% Merivale Rd (N), 10% Baseline Rd (E)
South	25% Merivale Rd (S)	25% Merivale Rd (S)
East	20% Baseline Rd (E)	20% Baseline Rd (E)
West	25% Baseline Rd (W)	20% Baseline Rd (W), 5% Merivale Rd (S)
Total	**100%**	**100%**

Figure 13: New Site Generation Auto Volumes



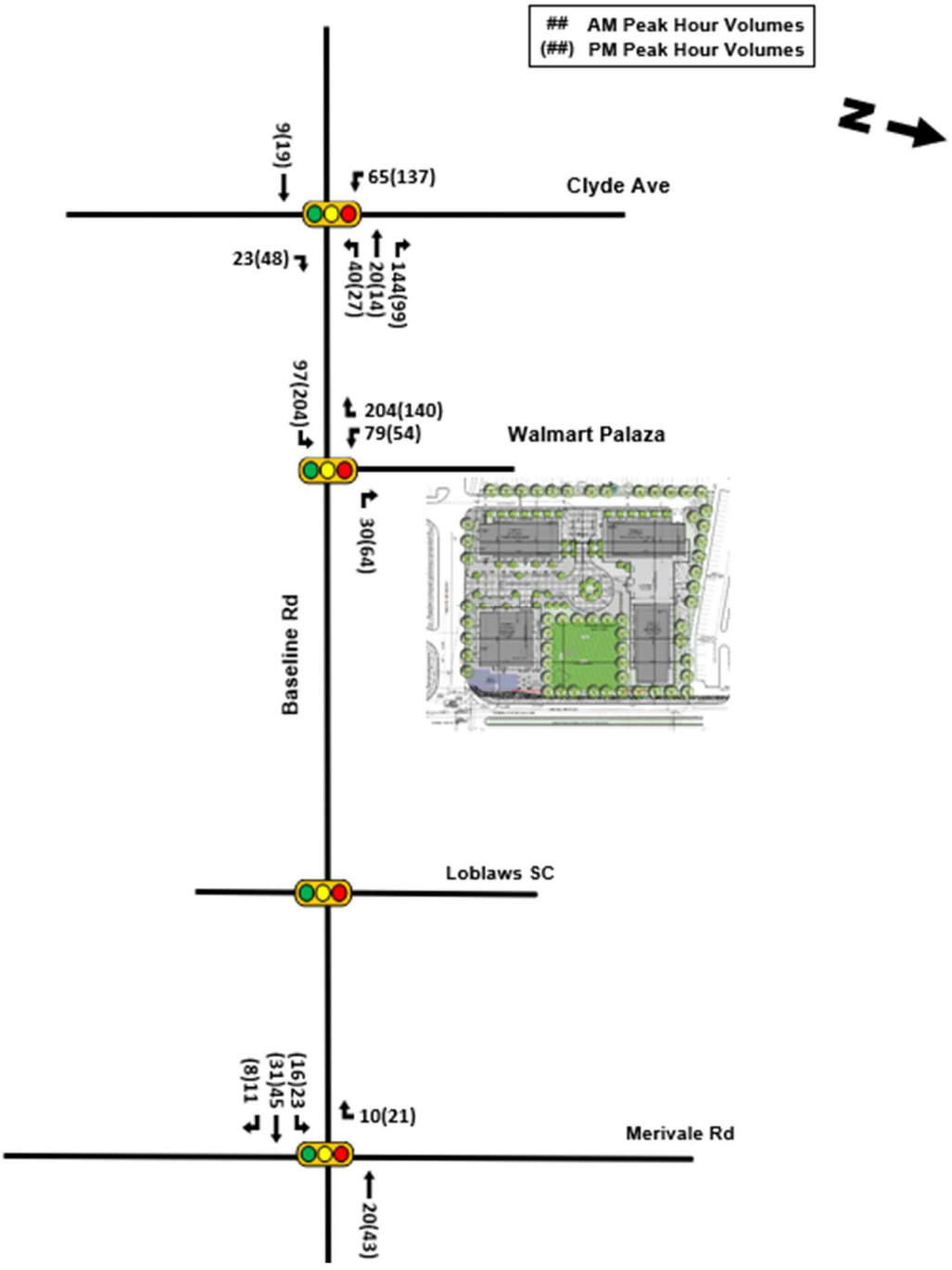
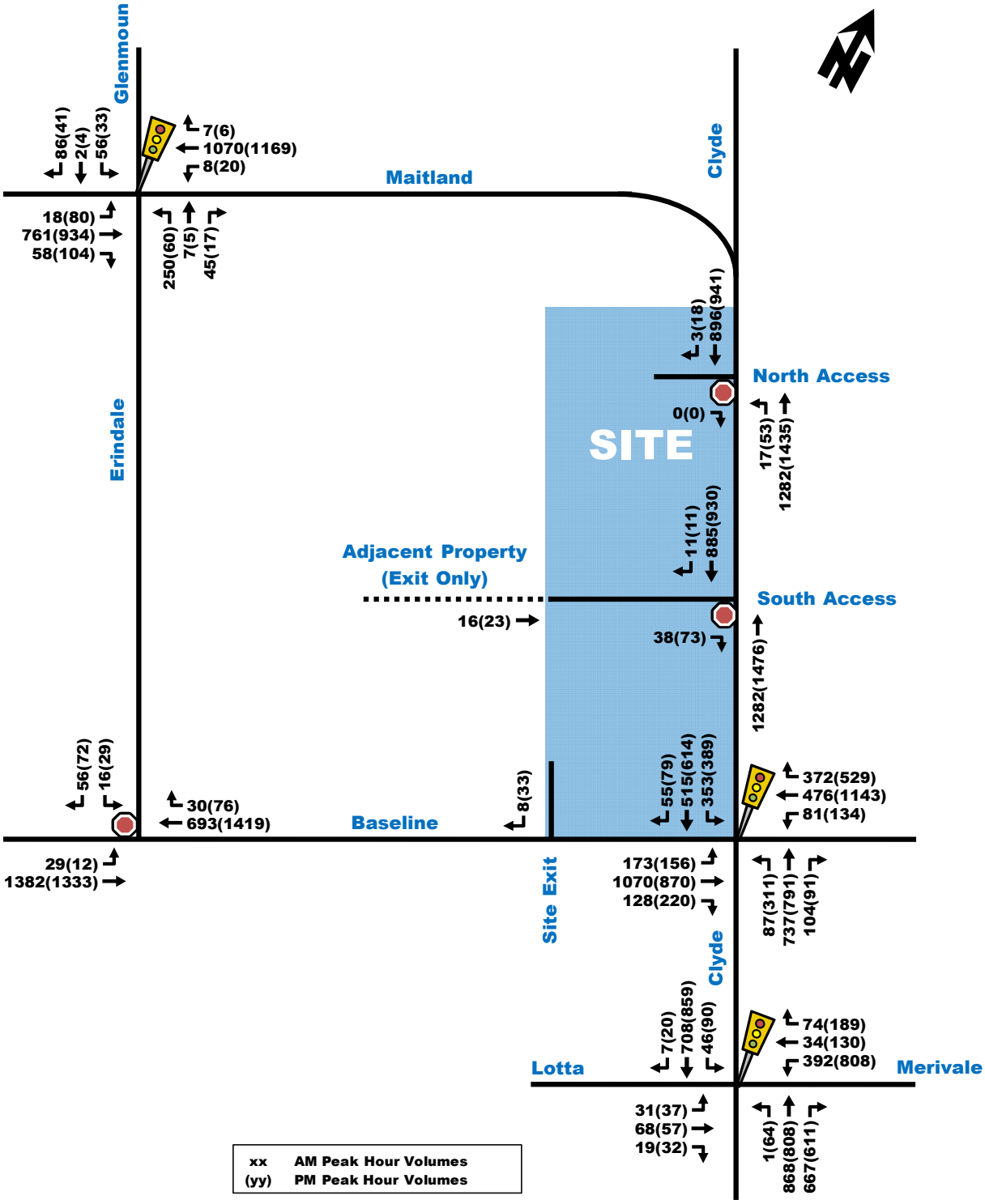


Figure 12.Projected Site-Generated Traffic

Figure 15: 2026 Phase 2 Future Background Traffic Volumes



Similarly, the total projected 2026 traffic volumes are illustrated in Figure 17 below, where the volumes were derived by superimposing the site-generated traffic volumes projected for horizon year 2026 (Figure 10) onto the future background 2026 traffic volumes (Figure 15).

Figure 17: Total Projected 2026 Traffic Volumes

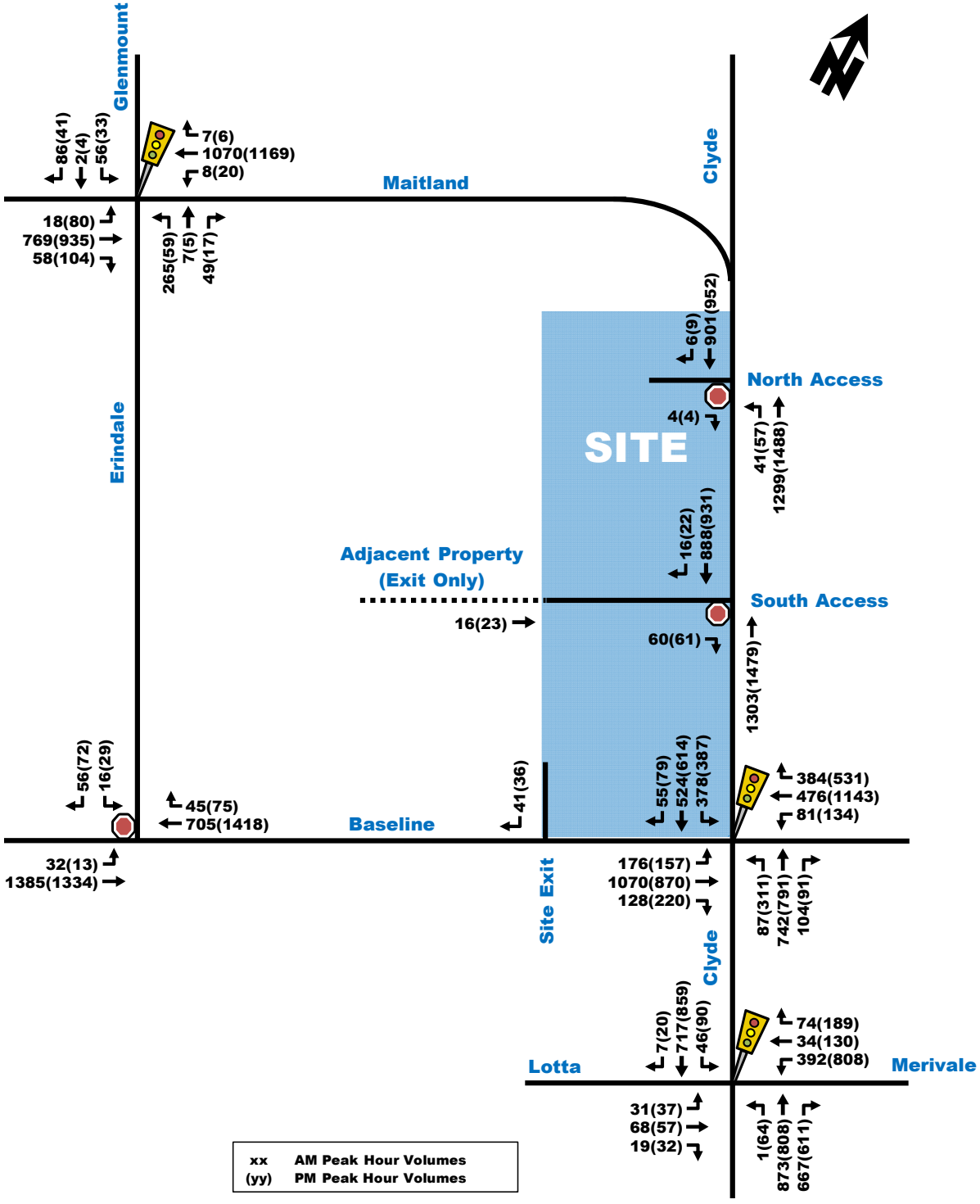


Figure 10 - Site Generated Traffic Volumes – Without Baseline BRT

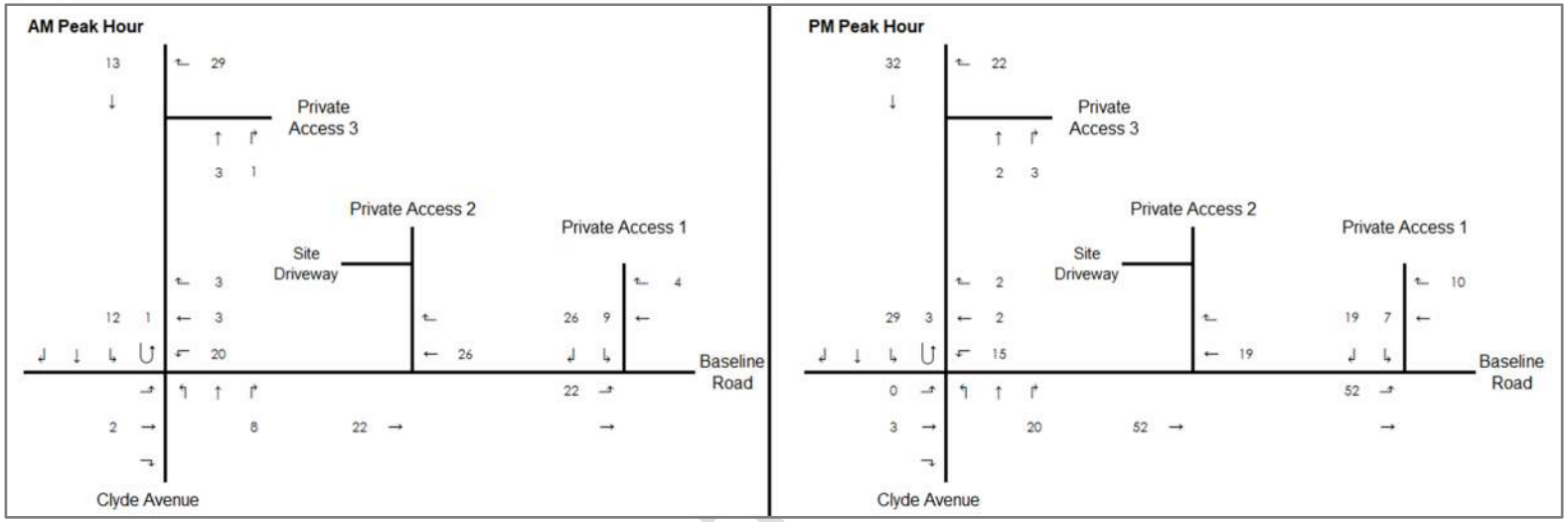


Figure 11 - Site Generated Traffic Volumes - With Baseline BRT

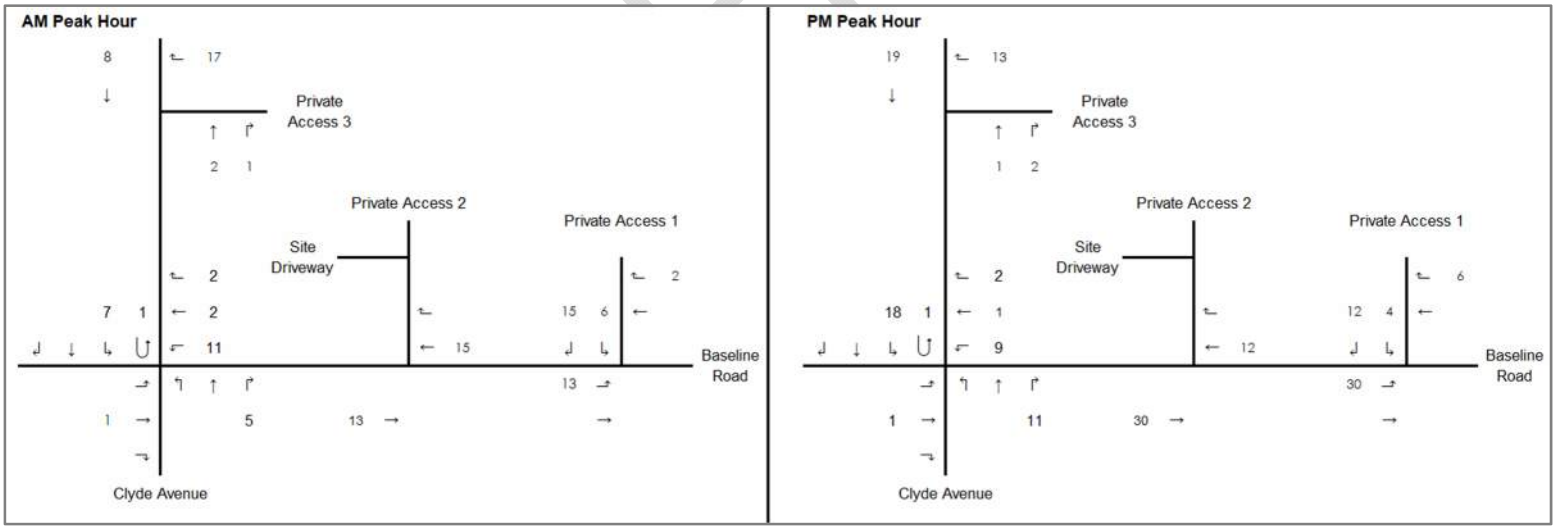
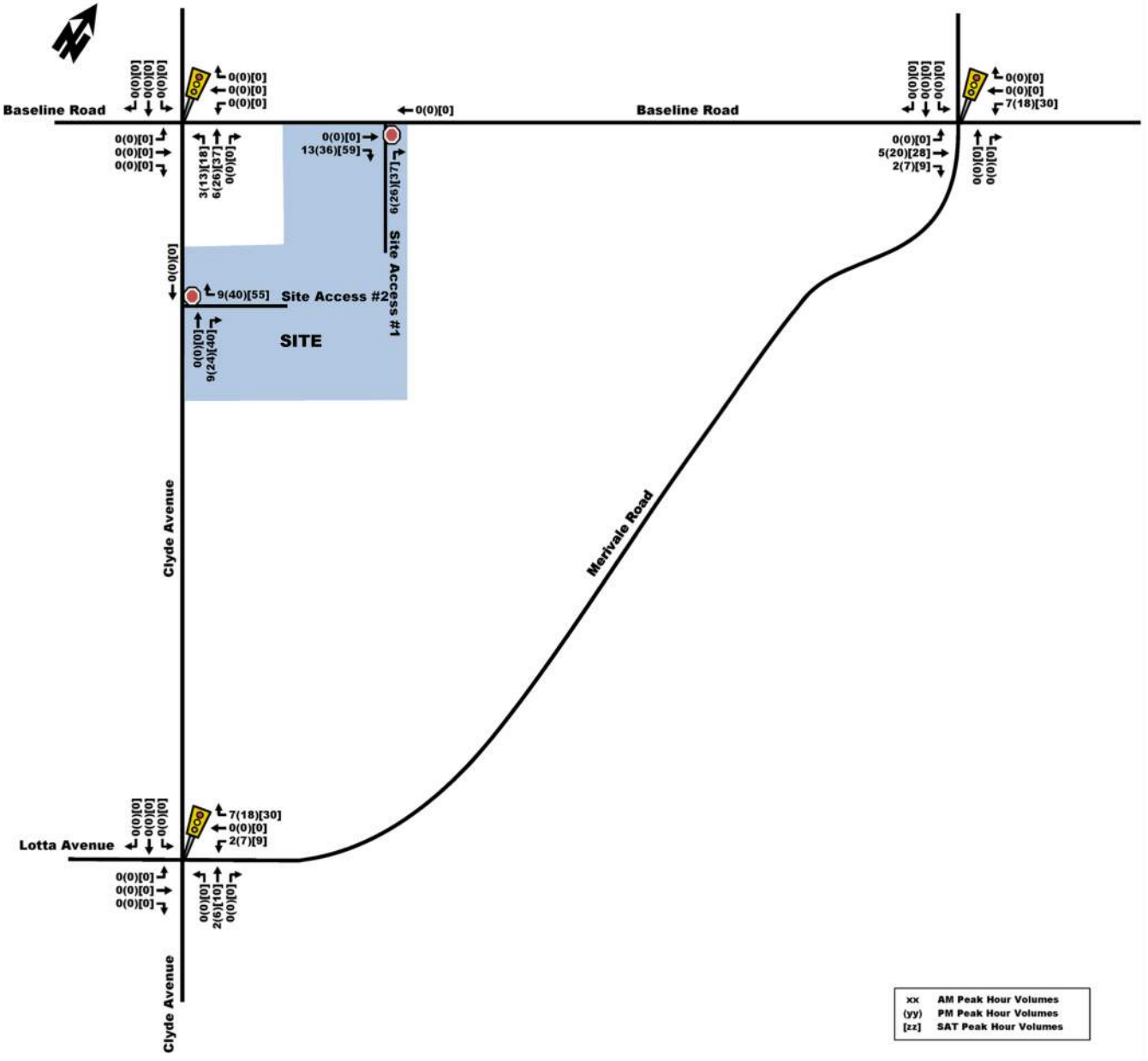


Figure 8: Site Generated Traffic Volumes (Full Build-Out)



3.4. PROJECTED TRAFFIC VOLUMES

The background traffic volumes were combined with the site traffic to determine the weekday AM, PM, and Saturday peak hour total traffic forecasts. The future total traffic volumes for the 2020, and 2025 horizon years are shown in Figure 9, and Figure 10 respectively.

Table 9: Total Development – Trip Generation Estimates

Travel Mode	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOT	IN	OUT	TOT
Peak Hour Person Trips	**19**	**39**	***58***	**37**	**29**	***66***
Auto Driver	5	11	*16*	11	9	*20*
Auto Passenger	2	2	*4*	3	2	*5*
Transit	8	19	*27*	14	11	*25*
Cyclist	1	2	*3*	3	1	*4*
Pedestrian	3	5	*8*	6	6	*12*

From the previous table, the proposed development is estimated to generate 58 person trips (including 16 vehicle trips) during the AM peak hour and 66 person trips (including 20 vehicle trips) during the PM peak hour.

3.1.2 Trip Distribution and Assignment

As City staff have confirmed that all Network Impact components are exempt from this TIA, trip distribution and assignment assumptions have not been included.

3.2 Background Traffic

3.2.1 Other Area Developments

A review of other area development traffic has been conducted, per the developments listed in Section 2.2.2. Traffic generated by these developments have been considered in this analysis and added to the future background traffic volumes, as they are currently under construction, approved, or in the approval process. Relevant excerpts of the traffic studies associated with the developments below are included in **Appendix F**.

300 Central Park Drive
This mixed-use development will consist of 740 high-rise apartments, 180,000 ft^2 of retail space, and 48,000 ft^2 of office space. The CTS/TIS (prepared by Delcan in 2011) did not identify a buildout year, and estimated the development would generate 709 and 816 two-way vehicle trips during the AM and PM peak hours, respectively. Traffic generated by this site has been added to the 2024 and 2029 background traffic volumes.

1356 Clyde Avenue
This mixed-use development will consist of 458 residential units, 18,740 ft^2 of retail space, and 32,776 ft^2 of office space, and will replace two existing commercial strip malls. The TIA (prepared by Parsons in 2021) identified a Phase 1 buildout year of 2022 and an ultimate buildout year of 2026. In Phase 1, the TIA estimated the development would generate a net additional 93 two-way vehicle trips during the AM peak hour, and 66 vehicle trips during the PM peak hour. At ultimate buildout, the TIA estimated the development would generate a net additional 93 two-way vehicle trips during the AM peak hour, and no additional vehicle trips during the PM peak hour. The Phase 1 volumes have been added to the 2024 background traffic volumes, and the ultimate volumes have been added to the 2029 background volumes.

APPENDIX I

Transportation Demand Management

TDM-Supportive Development Design and Infrastructure Checklist:
Residential Developments (multi-family or condominium)

Legend

REQUIRED	The Official Plan or Zoning By-law provides related guidance that must be followed
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	1.	**WALKING & CYCLING: ROUTES**	
	1.1	**Building location & access points**	
BASIC	1.1.1	Locate building close to the street, and do not locate parking areas between the street and building entrances	☑
BASIC	1.1.2	Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	☑
BASIC	1.1.3	Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	☑
	1.2	**Facilities for walking & cycling**	
REQUIRED	1.2.1	Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations *(see Official Plan policy 4.3.3)*	☑
REQUIRED	1.2.2	Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible *(see Official Plan policy 4.3.12)*	☑

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3	Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks *(see Official Plan policy 4.3.10)*	☑
REQUIRED	1.2.4	Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps *(see Official Plan policy 4.3.10)*	☑
REQUIRED	1.2.5	Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians *(see Official Plan policy 4.3.11)*	☑
BASIC	1.2.6	Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	☑
BASIC	1.2.7	Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	☐
BASIC	1.2.8	Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	☐
	1.3	**Amenities for walking & cycling**	
BASIC	1.3.1	Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	☐
BASIC	1.3.2	Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	☐

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	2.	**WALKING & CYCLING: END-OF-TRIP FACILITIES**	
	2.1	**Bicycle parking**	
REQUIRED	2.1.1	Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible *(see Official Plan policy 4.3.6)*	☑
REQUIRED	2.1.2	Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas *(see Zoning By-law Section 111)*	☑
REQUIRED	2.1.3	Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored *(see Zoning By-law Section 111)*	☑
BASIC	2.1.4	Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles, plus the expected peak number of visitor cyclists	☐
	2.2	**Secure bicycle parking**	
REQUIRED	2.2.1	Where more than 50 bicycle parking spaces are provided for a single residential building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers *(see Zoning By-law Section 111)*	☑
BETTER	2.2.2	Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments	☐
	2.3	**Bicycle repair station**	
BETTER	2.3.1	Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	☐
	3.	**TRANSIT**	
	3.1	**Customer amenities**	
BASIC	3.1.1	Provide shelters, lighting and benches at any on-site transit stops	☐
BASIC	3.1.2	Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	☐
BETTER	3.1.3	Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	☐

		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	4.	**RIDESHARING**	
	4.1	**Pick-up & drop-off facilities**	
BASIC	4.1.1	Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	☑
	5.	**CARSHARING & BIKESHARING**	
	5.1	**Carshare parking spaces**	
BETTER	5.1.1	Provide up to three carshare parking spaces in an R3, R4 or R5 Zone for specified residential uses *(see Zoning By-law Section 94)*	☐
	5.2	**Bikeshare station location**	
BETTER	5.2.1	Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	☐
	6.	**PARKING**	
	6.1	**Number of parking spaces**	
REQUIRED	6.1.1	Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	☑
BASIC	6.1.2	Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	☐
BASIC	6.1.3	Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly *(see Zoning By-law Section 104)*	☐
BETTER	6.1.4	Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking *(see Zoning By-law Section 111)*	☐
	6.2	**Separate long-term & short-term parking areas**	
BETTER	6.2.1	Provide separate areas for short-term and long-term parking (using signage or physical barriers) to permit access controls and simplify enforcement (i.e. to discourage residents from parking in visitor spaces, and vice versa)	☐

TDM Measures Checklist:
Residential Developments (multi-family, condominium or subdivision)

Legend

BASIC — The measure is generally feasible and effective, and in most cases would benefit the development and its users

BETTER — The measure could maximize support for users of sustainable modes, and optimize development performance

★ — The measure is one of the most dependably effective tools to encourage the use of sustainable modes

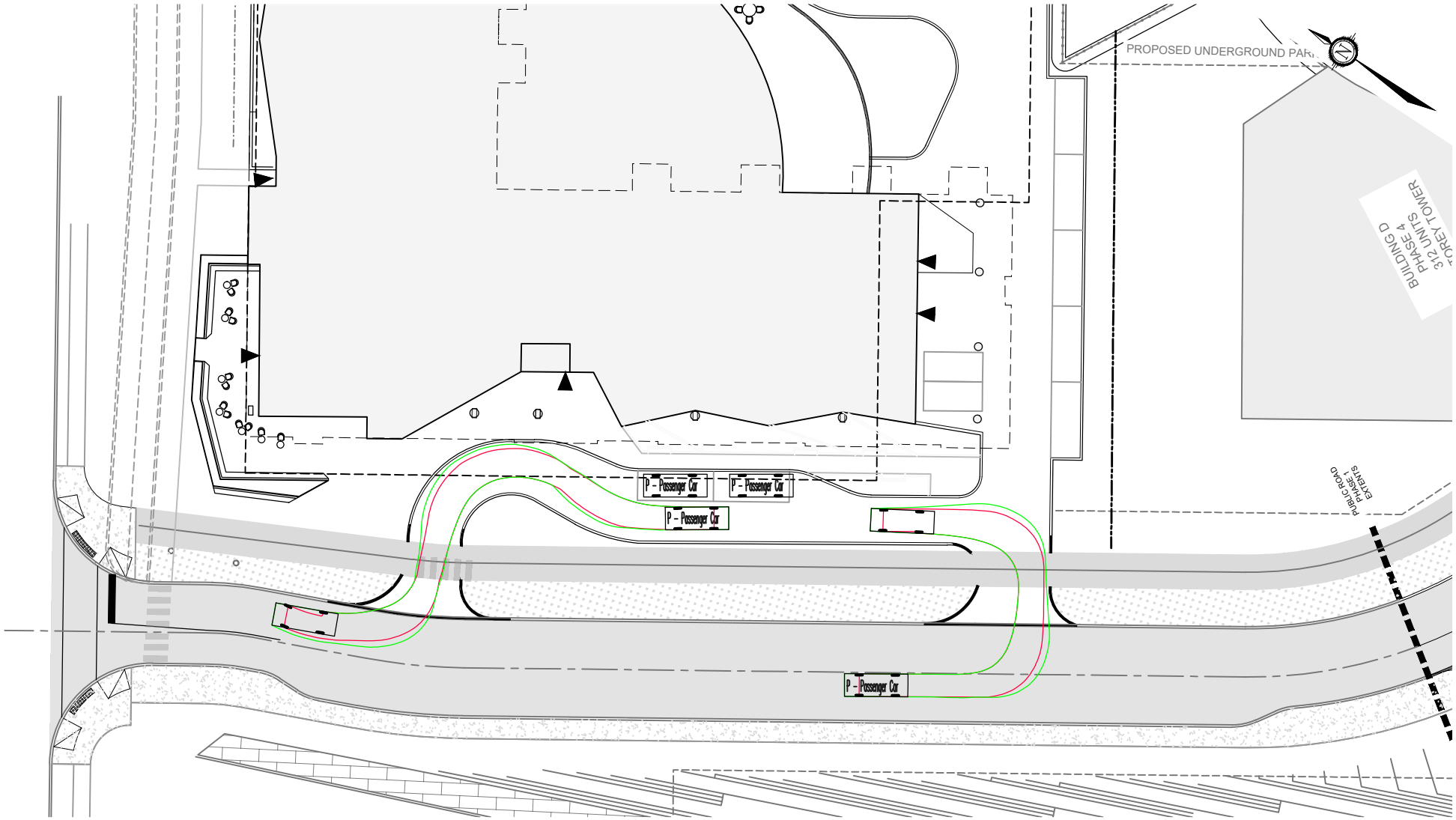
			TDM measures: *Residential developments*	Check if proposed & add descriptions
		1.	**TDM PROGRAM MANAGEMENT**	
		1.1	**Program coordinator**	
BASIC	★	1.1.1	Designate an internal coordinator, or contract with an external coordinator	☐
		1.2	**Travel surveys**	
BETTER		1.2.1	Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	☐
		2.	**WALKING AND CYCLING**	
		2.1	**Information on walking/cycling routes & destinations**	
BASIC		2.1.1	Display local area maps with walking/cycling access routes and key destinations at major entrances *(multi-family, condominium)*	☑
		2.2	**Bicycle skills training**	
BETTER		2.2.1	Offer on-site cycling courses for residents, or subsidize off-site courses	☐

			TDM measures: *Residential developments*	Check if proposed & add descriptions
		3.	**TRANSIT**	
		3.1	**Transit information**	
BASIC		3.1.1	Display relevant transit schedules and route maps at entrances *(multi-family, condominium)*	☑
BETTER		3.1.2	Provide real-time arrival information display at entrances *(multi-family, condominium)*	☐
		3.2	**Transit fare incentives**	
BASIC	★	3.2.1	Offer PRESTO cards preloaded with one monthly transit pass on residence purchase/move-in, to encourage residents to use transit	☐
BETTER		3.2.2	Offer at least one year of free monthly transit passes on residence purchase/move-in	☐
		3.3	**Enhanced public transit service**	
BETTER	★	3.3.1	Contract with OC Transpo to provide early transit services until regular services are warranted by occupancy levels *(subdivision)*	☐
		3.4	**Private transit service**	
BETTER		3.4.1	Provide shuttle service for seniors homes or lifestyle communities (e.g. scheduled mall or supermarket runs)	☐
		4.	**CARSHARING & BIKESHARING**	
		4.1	**Bikeshare stations & memberships**	
BETTER		4.1.1	Contract with provider to install on-site bikeshare station (*multi-family)*	☐
BETTER		4.1.2	Provide residents with bikeshare memberships, either free or subsidized *(multi-family)*	☐
		4.2	**Carshare vehicles & memberships**	
BETTER		4.2.1	Contract with provider to install on-site carshare vehicles and promote their use by residents	☐
BETTER		4.2.2	Provide residents with carshare memberships, either free or subsidized	☐
		5.	**PARKING**	
		5.1	**Priced parking**	
BASIC	★	5.1.1	Unbundle parking cost from purchase price *(condominium)*	☐
BASIC	★	5.1.2	Unbundle parking cost from monthly rent *(multi-family)*	☑

TDM measures: *Residential developments*				Check if proposed & add descriptions
		6.	**TDM MARKETING & COMMUNICATIONS**	
		6.1	**Multimodal travel information**	
BASIC	★	6.1.1	Provide a multimodal travel option information package to new residents	☑
		6.2	**Personalized trip planning**	
BETTER	★	6.2.1	Offer personalized trip planning to new residents	☐

APPENDIX J

Turning Movements

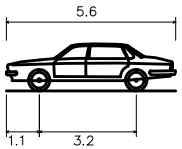


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P - Passenger Car

Overall Length	5.600m
Overall Width	2.000m
Overall Body Height	1.555m
Min Body Ground Clearance	0.340m
Track Width	2.000m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.300m

1366 BASELINE ROAD PHASE 2

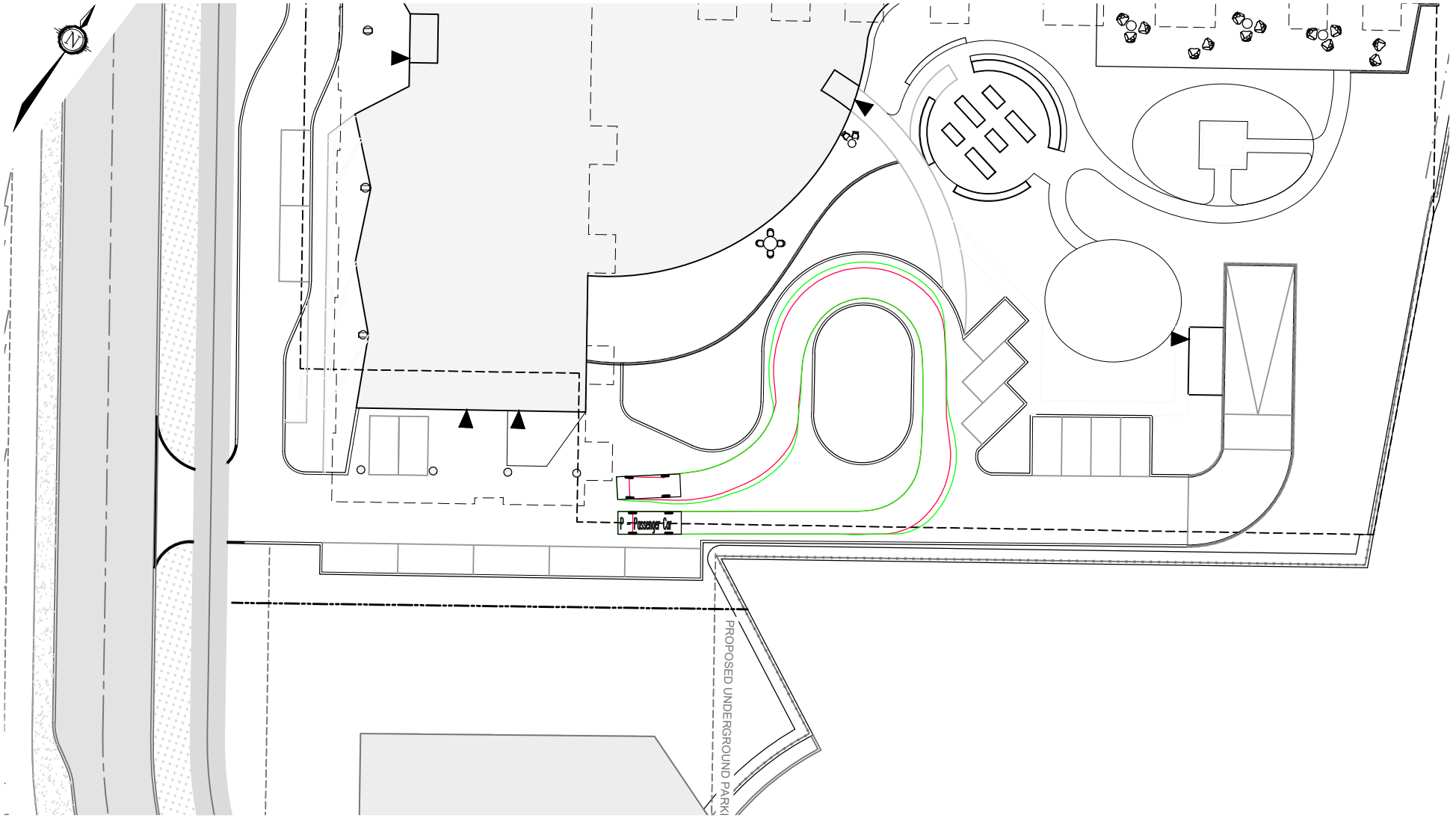
TURNING MOVEMENT (PASSENGER CAR)

SCALE 1 : 500 (0, 5m, 10m, 20m)

DATE SEP 2026 | JOB 121009 | FIGURE TM-1

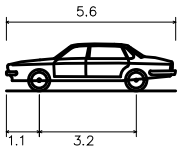
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P - Passenger Car

Overall Length	5.600m
Overall Width	2.000m
Overall Body Height	1.555m
Min Body Ground Clearance	0.340m
Track Width	2.000m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.300m

1366 BASELINE ROAD PHASE 2

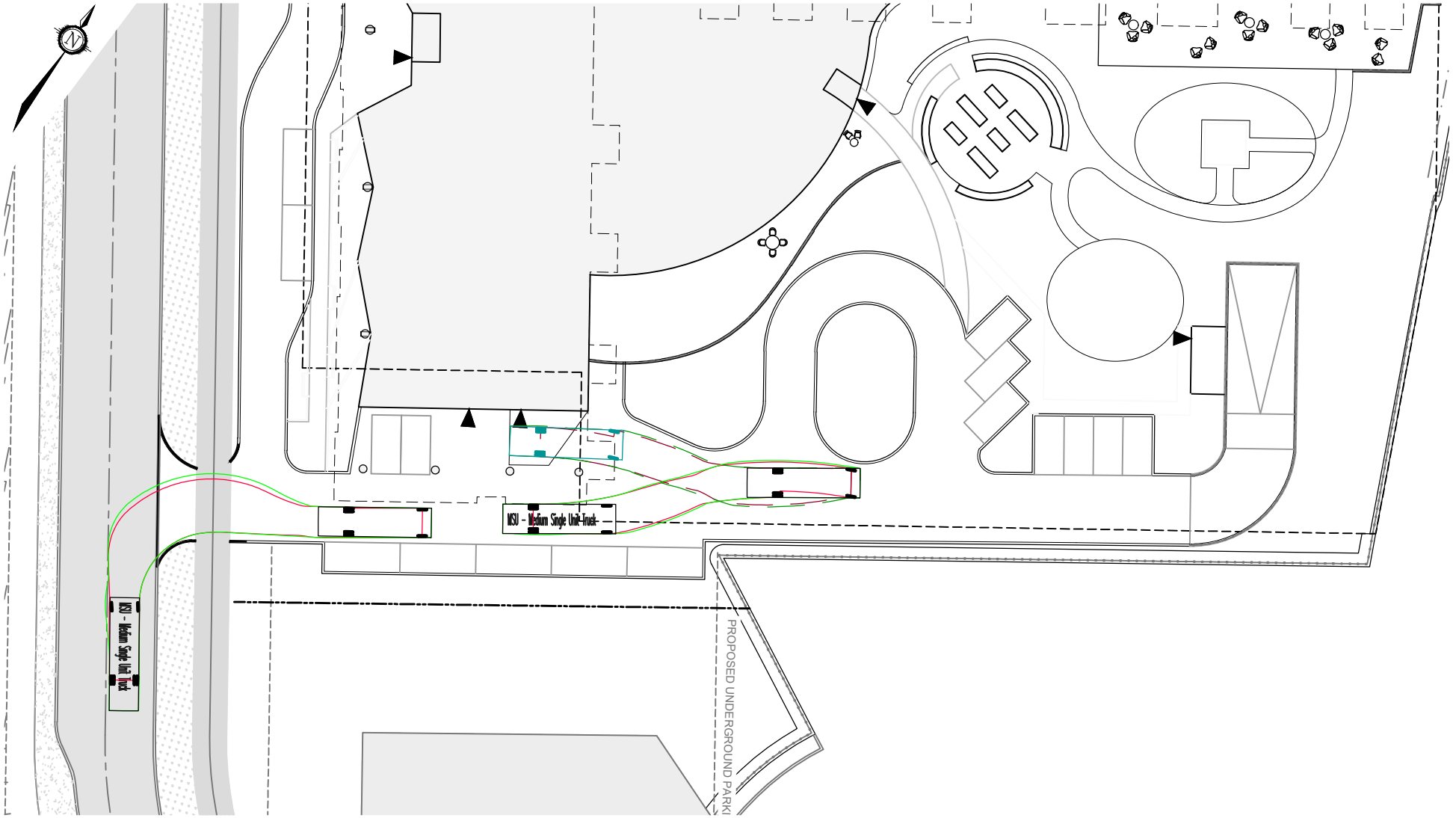
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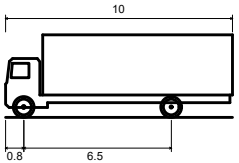
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MSU - Medium Single Unit Truck

Overall Length	10.000m
Overall Width	2.600m
Overall Body Height	3.650m
Min Body Ground Clearance	0.445m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.100m

1366 BASELINE ROAD PHASE 2

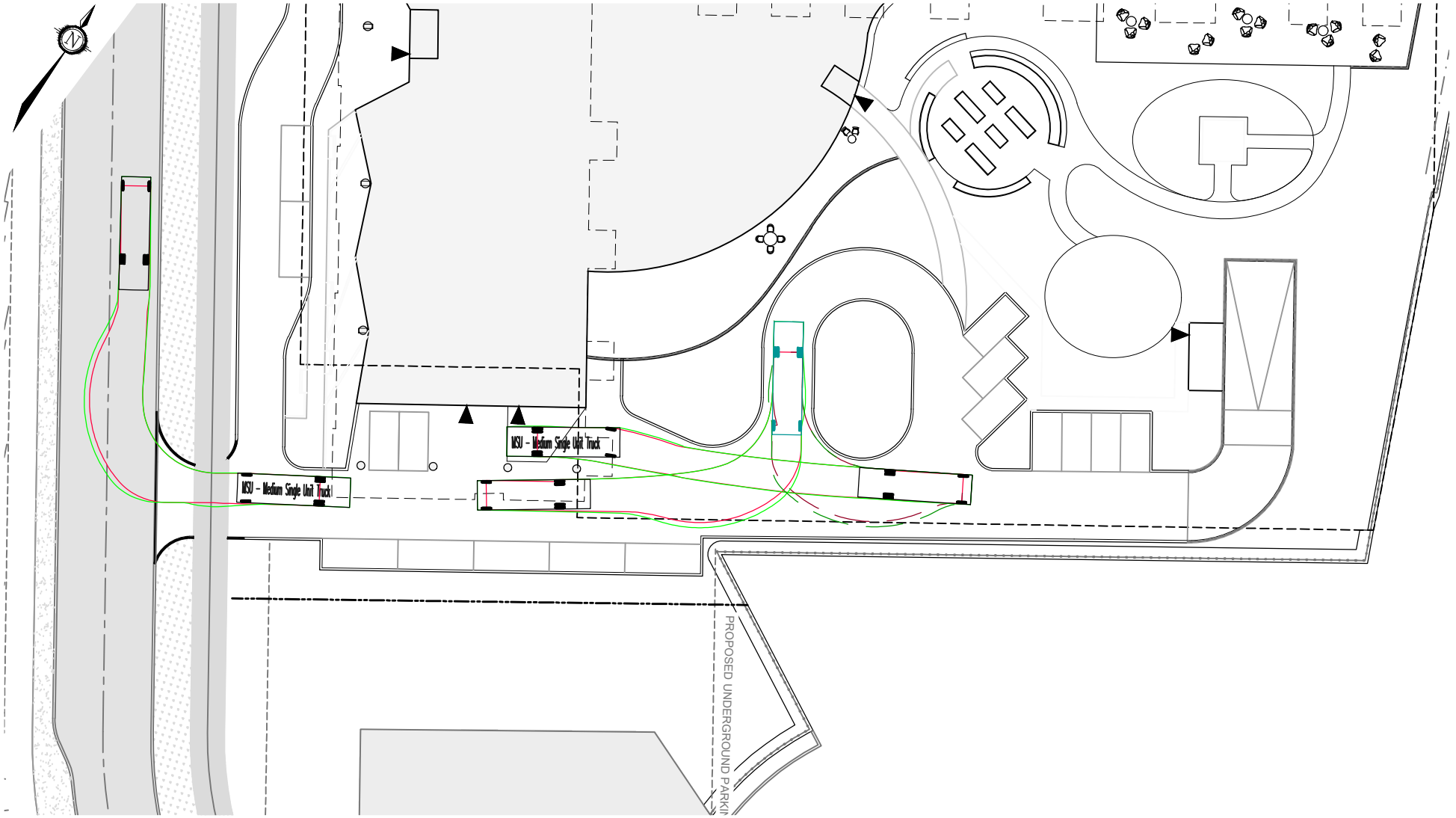
TURNING MOVEMENT (MSU)

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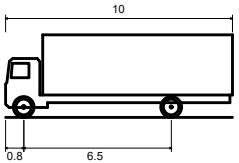
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MSU - Medium Single Unit Truck

Overall Length	10.000m
Overall Width	2.600m
Overall Body Height	3.650m
Min Body Ground Clearance	0.445m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.100m

1366 BASELINE ROAD PHASE 2

TURNING MOVEMENT (MSU)

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DATE SEP 2026 | JOB 121009 | FIGURE TM-4

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APPENDIX K

MMLOS Analysis

Multi-Modal Level of Service - Segments Form

Project: 1366 Baseline
Consultant: Novatech
Date: Aug 2026
Scenario: Existing Conditions

	Segment Name	**Baseline Road (Clyde Avenue to 207m E of Clyde Avenue)**			
	OP Transect / Policy Area	**Downtown Core, Inner Urban,Hub and/or Special District**			
	Segment Component	**Majority (>50%)**		**Critical**	
	Side of Street	**N**	**S**	**N**	**S**
Pedestrian	**PLOS Inputs**				
	Posted Speed (km/h)	60 km/h		60 km/h	
	Two-Way ADT	34,230		34,230	
	Pedestrian Facility	Sidewalk	Sidewalk	Sidewalk	Sidewalk
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, does the location have a low volume of peak daily users AND are pedestrian volumes likely less than 20% of total users?	Yes	Yes	Yes	Yes
	Facility Width (m)	2.00m	1.80m	2.00m	1.80m
	Offset from Motor Vehicle Travel Lanes (m)	< 0.5m	0.5-1.49m	< 0.5m	< 0.5m
	Presence of Adjacent Parking?	-	-	-	-
	General Purpose Curb Lane ADT	> 3000	> 3000	> 3000	> 3000
	Max. Distance between Controlled Crossings (m)	261-290m	261-290m	261-290m	261-290m
	Score	**2.00**	**2.00**	**2.00**	**1.25**
	PLOS	**D**	**D**	**D**	**E**
	Target PLOS	**A**			
Bicycle	**BLOS Inputs**				
	Cycling Route Classification	**Cross-Town Bikeway**			
	Cycling Facility	Painted or Physically Separated Bike Lanes	Shared Operating Space	Painted or Physically Separated Bike Lanes	Shared Operating Space
	Is the minimum level of separation provided according to OTM Book 18 Pre-Selection Nomograph - Rural Context (Figure 5.6)? (for paved shoulders)	-	-	-	-
	Facility Operation	Unidirectional	-	Unidirectional	-
	Pedestrian/Cyclist Volume	-	-	-	-
	Facility Width	1.8-1.99m	-	1.8-1.99m	-
	Boulevard/Buffer Width (excluding curb)	Advisory bike lane	-	Advisory bike lane	-
	Unsignalized Roadway Crossing Type (where cyclists are required to yield)	None	None	None	None
	Number of Travel Lanes at Crossing	-	-	-	-
	Crossing includes Median Refuge (≥ 2.7m)	-	-	-	-
	Cross-street Posted Speed (km/h)	-	-	-	-
	Cycling Path Blockages (e.g. bus stops and/or loading zones)	Rare	Rare	Rare	Rare
	Score	**2.45**	**0.75**	**2.45**	**0.75**
	BLOS	**D**	**E**	**D**	**E**
	Target BLOS	**A**			
Transit	**TLOS Inputs**				
	Transit Facility	**Rapid Transit Corridor**			
	Facility Type	Mixed Traffic	Mixed Traffic		
	Expected Transit Running Time	Significantly Impeded	Significantly Impeded		
	Transit Travel Speed (if available)	Enter Speed (if available)	Enter Speed (if available)		
	TLOS	**E**	**E**		
	Target TLOS	**A**			
Public Realm	**PRLOS Inputs**				
	Context	Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village		
	Inner Boulevard Width	≤ 0.6m	1.2-1.49m		
	Middle Boulevard Width	≤ 0.5m	≤ 0.5m		
	Outer Boulevard (Frontage) Width	-	-		
	Transit Route on Segment?	Yes	Yes		
	Bus Stop Elements	No platform, landing zone or shelter	Curbside landing zone with shelter behind sidewalk		
	Number of Midblock Traffic Lanes (both travel directions)	≥ 6			
	Score	**13.20**	**12.30**		
	PRLOS	**D**	**D**		
		D			

Multi-Modal Level of Service - Segments Form

Project: 1366 Baseline
Consultant: Novatech
Date: Aug 2026
Scenario: BRT Cross-Section

	Segment Name	**Baseline Road (Clyde Avenue to 207m E of Clyde Avenue)**			
	OP Transect / Policy Area	**Downtown Core, Inner Urban,Hub and/or Special District**			
	Segment Component	**Majority (>50%)**		**Critical**	
	Side of Street	**N**	**S**	**N**	**S**
Pedestrian	**PLOS Inputs**				
	Posted Speed (km/h)	60 km/h		60 km/h	
	Two-Way ADT	34,230		34,230	
	Pedestrian Facility	Sidewalk	Sidewalk	Sidewalk	Sidewalk
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, does the location have a low volume of peak daily users AND are pedestrian volumes likely less than 20% of total users?	Yes	Yes	Yes	Yes
	Facility Width (m)	2.00m	2.00m	1.80m	2.00m
	Offset from Motor Vehicle Travel Lanes (m)	≥ 3.0m	≥ 3.0m	1.5-2.99m	≥ 3.0m
	Presence of Adjacent Parking?	No	No	-	No
	General Purpose Curb Lane ADT	-	-	> 3000	-
	Max. Distance between Controlled Crossings (m)	201-230m	201-230m	201-230m	201-230m
	Score	**4.75**	**4.75**	**3.25**	**4.75**
	PLOS	**A**	**A**	**C**	**A**
	Target PLOS	**A**			
Bicycle	**BLOS Inputs**				
	Cycling Route Classification	**Cross-Town Bikeway**			
	Cycling Facility	Cycle Track	Cycle Track	Cycle Track	Cycle Track
	Is the minimum level of separation provided according to OTM Book 18 Pre-Selection Nomograph - Rural Context (Figure 5.6)? (for paved shoulders)	-	-	-	-
	Facility Operation	Unidirectional	Unidirectional	Unidirectional	Unidirectional
	Pedestrian/Cyclist Volume	-	-	-	-
	Facility Width	1.8m-2.09m	1.8m-2.09m	1.5m-1.79m	1.8m-2.09m
	Boulevard/Buffer Width (excluding curb)	1.0-1.49m and no adjacent parking	1.0-1.49m and no adjacent parking	1.0-1.49m and no adjacent parking	1.0-1.49m and no adjacent parking
	Unsignalized Roadway Crossing Type (where cyclists are required to yield)	None	None	None	None
	Number of Travel Lanes at Crossing	-	-	-	-
	Crossing includes Median Refuge (≥ 2.7m)	-	-	-	-
	Cross-street Posted Speed (km/h)	-	-	-	-
	Cycling Path Blockages (e.g. bus stops and/or loading zones)	-	-	-	-
	Score	**3.00**	**3.00**	**2.50**	**3.00**
	BLOS	**C**	**C**	**C**	**C**
	Target BLOS	**A**			
Transit	**TLOS Inputs**				
	Transit Facility	**Rapid Transit Corridor**			
	Facility Type	Partially Segregated ROW (Median Rapid Transit)	Partially Segregated ROW (Median Rapid Transit)		
	Expected Transit Running Time	Unimpeded	Unimpeded		
	Transit Travel Speed (if available)	-	-		
	TLOS	**A**	**A**		
	Target TLOS	**A**			
Public Realm	**PRLOS Inputs**				
	Context	Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village		
	Inner Boulevard Width	1.2-1.49m	≤ 0.6m		
	Middle Boulevard Width	≤ 0.5m	≤ 0.5m		
	Outer Boulevard (Frontage) Width	-	-		
	Transit Route on Segment?	Yes	Yes		
	Bus Stop Elements	Curbside platform with shelter (island style)	Curbside platform with shelter (island style)		
	Number of Midblock Traffic Lanes (both travel directions)	≥ 6			
	Score	**19.20**	**17.40**		
	PRLOS	**C**	**C**		
		C			

Multi-Modal Level of Service - Segments Form

Project: 1366 Baseline
Consultant: Novatech
Date: Aug 2026
Scenario: Targets

	Segment Name	**Baseline Road (Clyde Avenue to 207m E of Clyde Avenue)**			
	OP Transect / Policy Area	**Downtown Core, Inner Urban,Hub and/or Special District**			
	Segment Component	**Majority (>50%)**		**Critical**	
	Side of Street	**N**	**S**	**N**	**S**
Pedestrian	**PLOS Inputs**				
	Posted Speed (km/h)	60 km/h		60 km/h	
	Two-Way ADT	34,230		34,230	
	Pedestrian Facility	Sidewalk	Sidewalk		
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, does the location have a low volume of peak daily users AND are pedestrian volumes likely less than 20% of total users?	Yes	Yes		
	Facility Width (m)	2.00m	2.00m		
	Offset from Motor Vehicle Travel Lanes (m)	≥ 3.0m	≥ 3.0m		
	Presence of Adjacent Parking?	No	No		
	General Purpose Curb Lane ADT	-	-		
	Max. Distance between Controlled Crossings (m)	201-230m	201-230m		
	Score	**4.75**	**4.75**	-	-
	PLOS	**A**	**A**	**-**	**-**
	Target PLOS	**A**			
Bicycle	**BLOS Inputs**				
	Cycling Route Classification	**Cross-Town Bikeway**			
	Cycling Facility	Cycle Track	Cycle Track	Input PLOS First	Input PLOS First
	Is the minimum level of separation provided according to OTM Book 18 Pre-Selection Nomograph - Rural Context (Figure 5.6)? (for paved shoulders)	-	-		
	Facility Operation	Unidirectional	Unidirectional		
	Pedestrian/Cyclist Volume	-	-		
	Facility Width	1.8m-2.09m	1.8m-2.09m		
	Boulevard/Buffer Width (excluding curb)	≥ 1.5m	≥ 1.5m		
	Unsignalized Roadway Crossing Type (where cyclists are required to yield)	None	None		
	Number of Travel Lanes at Crossing	-	-		
	Crossing includes Median Refuge (≥ 2.7m)	-	-		
	Cross-street Posted Speed (km/h)	-	-		
	Cycling Path Blockages (e.g. bus stops and/or loading zones)	Rare	Rare		
	Score	**4.50**	**4.50**	-	-
	BLOS	**A**	**A**	**-**	**-**
	Target BLOS	**A**			
Transit	**TLOS Inputs**				
	Transit Facility	**Rapid Transit Corridor**			
	Facility Type	Partially Segregated ROW (Median Rapid Transit)	Partially Segregated ROW (Median Rapid Transit)		
	Expected Transit Running Time	Unimpeded	Unimpeded		
	Transit Travel Speed (if available)	-	-		
	TLOS	**A**	**A**		
	Target TLOS	**A**			
Public Realm	**PRLOS Inputs**				
	Context	Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village		
	Inner Boulevard Width	1.2-1.49m	1.2-1.49m		
	Middle Boulevard Width	≥ 3.0m	≥ 3.0m		
	Outer Boulevard (Frontage) Width	-	-		
	Transit Route on Segment?	Yes	Yes		
	Bus Stop Elements	Curbside platform with shelter (island style)	Curbside platform with shelter (island style)		
	Number of Midblock Traffic Lanes (both travel directions)	4			
	Score	**23.10**	**23.10**		
	PRLOS	**B**	**B**		
		B			